

# GRAIN DEALERS' JOURNAL

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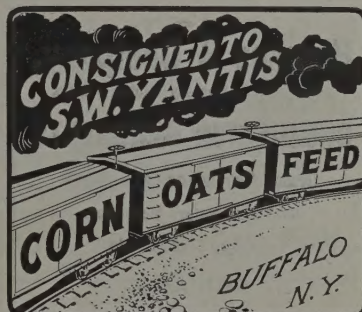
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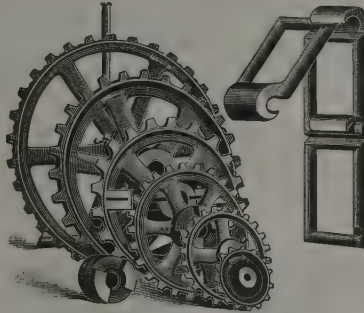
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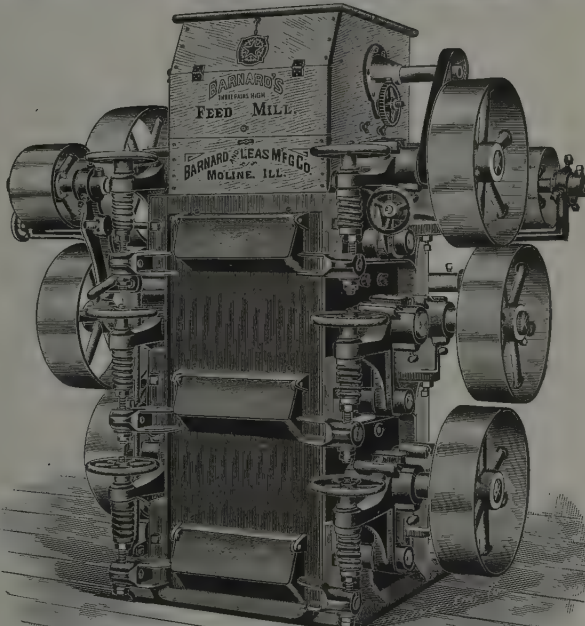
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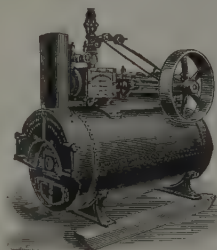
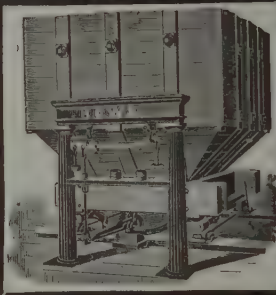
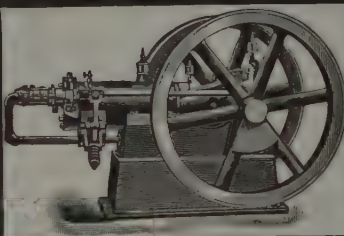
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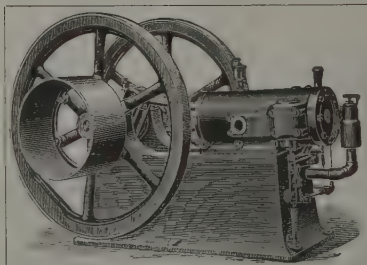
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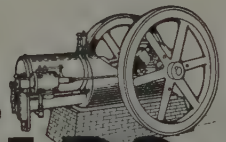
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Sizes, 50 H. P. to 250 H. P.

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**Beloit****Wisconsin**Type  
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H. P.**OLDS ENGINES****Economical Power for  
Elevators**In sending out their last specifications for gasoline engines for West Point, the U. S. War Department required them "to be **OLDS ENGINES** or equal." They excel all others, or the U. S. Government would not demand them.

They are the horizontal type, 2 to 100 H. P., and are so simply and perfectly made that it requires no experience to run them, and

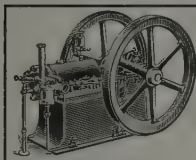
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Send for a catalogue of our Wizard Engine, 2 to 8 H. P., (jump-spark ignition, the same as in the famous Oldsmobile), the most economical small power engine made; fitted with either pump-jack or direct-connected pump. Or, our general catalogue, showing all sizes.

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## POWER FOR GRAIN ELEVATORS.



### Brunner Elevator Engine

For Grain Elevators  
From 1 to 30 H. P.  
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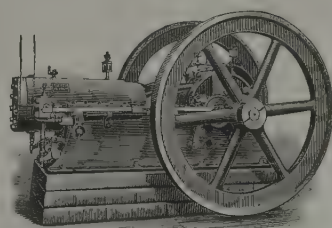
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### WATERLOO GASOLINE ENGINES

Our special gasoline engine for elevator use.

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has the  
Wipe Spark Igniter  
Centerline Counter Balancing  
Vertical Valves  
and all the other points which 18  
years experience prove necessary.

THE FOOS GAS ENGINE CO.

SPRINGFIELD, OHIO

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## Saves Time and Money

The **McVICKER** is what you ought to have in your Elevator. It's cheaper than a Horse, because it costs less and only eats when it's working. It's better than Steam, because it requires no engineer, no fireman, uses no coal, makes no ashes, and power is **always ready the instant you need it.** It only costs 16 per horse power per hour to run the **McVICKER**, and it keeps right on working hour after hour without getting tired or requiring attention. Just start it and let it alone—that's all. It has **one-third the parts of any other Gasoline Engine**—no mystifying cogs, gears, cams, tumbling rods or ratchets to get out of adjustment. The

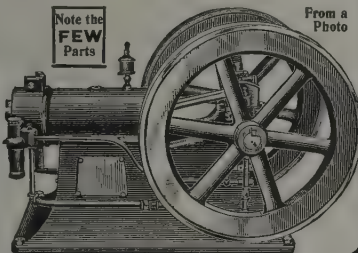
### McVICKER (Automatic) GASOLINE ENGINE

will work for you days, nights and Sundays without complaint or stoppages. It can't get out of order, for it is **Automatic** and so simple that you or your ten-year-old boy can "see through it" and understand all about it in ten minutes. Nothing to get out of repair. Write for our **CATALOGUE A** and find out more about it—and how low the price is.

ALMA MFG. CO., Alma, Mich.  
Chicago Office, 804 Dearborn St.

Note the  
**FEW**  
Parts

From a  
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## OTTO ENGINES

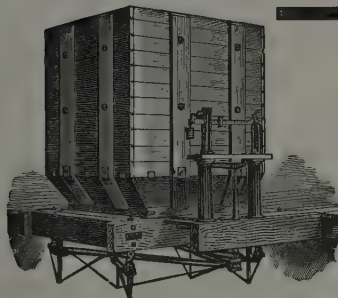
### Running Steadily Since '79

Ritter & Co., Publishers, Reading, Pa., write: "We have had this engine (**Otto No. 54**) in use for nearly 30 years and it now needs some repairs." Is it any wonder after all these years of service? Any other make would have found its way to the scrap pile long ago, but **Otto Workmanship and Otto Materials** seem to be well high proof against wear. The "**Otto**" costs a *little* more and is worth a *great deal* more.



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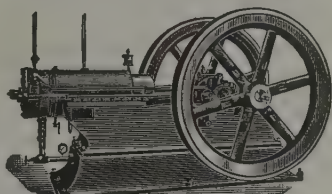
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You ought to use Fairbanks Scales and Fairbanks-Morse Gasoline Engines, for the same reason that they were given the **Highest Award** at the Louisiana Purchase Exposition, St. Louis, 1904. **THEY ARE THE BEST.**

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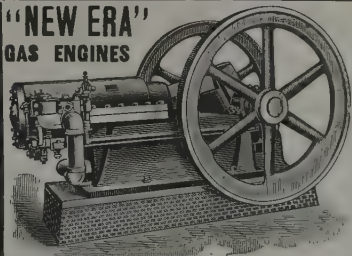
### WAYNE GASOLINE ENGINES NOT THE CHEAPEST BUT THE BEST



Send for Catalog of our Special Elevator Engines.

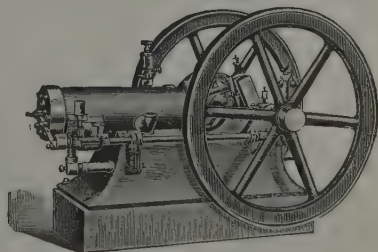
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For Gas or Gasoline. Sizes 5 to 100 H. P.  
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Grain Elevator Machinery and Supplies

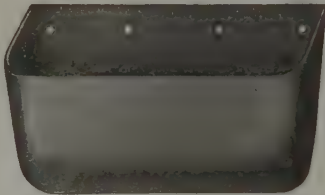
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If you want anything for your elevator and do not know where to find it, write us.

## SALEM STEEL ELEVATOR BUCKETS



We can fill your orders promptly as we have new and improved machinery for the manufacture of all sizes and gauges. Our

experience of past years in the use of these buckets has shown us that the back fold should be rivetted; we are therefore making all sizes of buckets with this feature.

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CHICAGO, ILL.

*Everything for your Elevator*

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### ADVANTAGES

**All Iron, Therefore Fire and Decay Proof**

Cheapest installed, as no lower hopping required.  
Saves cost of tank and pit.  
Cheapest, easiest and quickest repaired as all pieces are bolted from the outside.  
Made in right or left-hand over or under discharge, to suit the location and avoiding cross belts.  
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A guaranteed capacity.  
Less space and power.  
Don't choke on damp silks and shucks.  
Made in four sizes and sold at popular prices.  
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Special prices on all our elevator supplies.  
Send for a catalog.

**THE B. S. CONSTANT CO.,**  
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## Irrigation Is Independence

In working unirrigated land, the farmer is dependent for success on moisture and sunshine. Irrigation makes him independent of rain but he needs light and heat. In the Yellowstone Valley the sun shines 300 days out of the 365. See the point? The land is rich, markets and transportation facilities of the best.

"The Yellowstone Valley is noted for its large strawberries, luscious raspberries, and richly flavored blackberries. Apples of the finest quality are grown. Pears, grapes, plums, and cherries are harvested in great profusion. The people make big displays of tomatoes, sweet potatoes, hops, and flowers at the annual county fairs."

It is traversed by the

## Northern Pacific Railway

Irrigated lands in this valley produce per acre per year as follows:

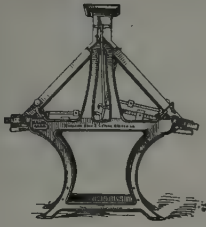
Alfalfa, three crops, 5 to 7 tons	Oats, one crop, 40 to 90 bushels, machine measure
Timothy, one crop, 2½ tons	Barley, one crop, 40 to 60 " " "
Potatoes, one crop, 300 to 600 bushels	

Hundreds of thousands of acres of land along the Northern Pacific Railway in North Dakota, Montana, and Washington are and will be made available for cultivation by government and private irrigation projects. Write for maps and pamphlets to C. W. Mott, General Emigration Agent, St. Paul. One way Colonist tickets at greatly reduced rates on sale September 15—October 31. Ask about round trip Homeseeker's tickets. A. M. Cleland, General Passenger Agent, Fourth and Broadway streets, St. Paul, Minn.

## Very Low Rates



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### THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate.  
Cheap, because they are simple.  
Durable, because they are built that way.  
Fast, because the flow of material is never checked.  
Accurate, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.

They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.  
For literature address

**THE AUTOMATIC SCALE CO., Ltd.**

Minden, Louisiana.

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BOOK NO. 51.

This scale book contains 100 pages 8 1/4 x 11 1/4 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.... bushels.... pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

**GRAIN DEALERS COMPANY**

255 La Salle Street. - Chicago, Ill.

## GOLD MEDAL ST. LOUIS 1904



## AUTOMATIC SCALES

### GRAIN TO CAR

Accurately weighed and registered.

**SMITH & SMITH**

Selling Agents

122 Monroe St., Chicago

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171 to 19 Park Row N. Y. City.

## Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

**Grain Dealers Co.**

255 La Salle Street, - Chicago, Ill.

## Correct Weights



### ACCURACY SIMPLICITY DURABILITY

are the essential features. It is accurate because it has no friction points and dust will not affect.

It is simple because it has so few working points.

It is durable because it is simple and without friction, and made of the best material.

Write for catalogue No. 7 and prices.

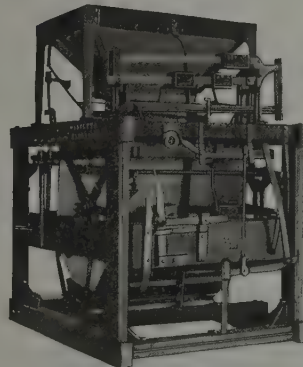
**The BOWLUS  
AUTOMATIC  
SCALE CO.**

Springfield, Ohio.

## GOOD LOCATIONS

You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.

## Automatic Scales



for weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

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<b>X</b>	<b>NORDYKE &amp; MARMON CO.</b>	<b>X</b>
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	<b>FEED MILLS</b> THREE ROLL-TWO AND THREE PAIR HIGH <b>ROLLER MILLS</b> ALL SIZES AND STYLES <b>BUHR STONE MILLS</b> GOODS OF FIRST QUALITY - PRICES LOW - SEND US YOUR SPECIFICATIONS FOR QUOTATIONS.	

## One Minute, One Stamp, Deed's Done

Will you do it? What?  
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## ELEVATOR AND MILL SUPPLIES

You need. We've an idea we can save you quite a bit of money, and we want you to take a minute and a stamp and find out for sure. Nothing but high grade dependable goods carried.

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Northwestern Agents for Invincible  
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## LIGHTEST RUNNING

### THE BOWSHER FEED MILLS



have capacity, speed, strength and lasting qualities. They grind fine, medium or coarse. Crush and grind ear corn (with or without shucks). Can run empty without injury. Seven sizes—from 2 to 25 H. P. (Sold with or without elevator).

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This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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Crushers, all kinds of milling machinery and supplies. **THE MONARCH** costs a little but it does more no "extras" or our Catalog and **Sprout** P. O. BOX 260

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Gentlemen: Answering your favor of the 5th. Note you will order a flexible spout in place of the one that is lost, which is satisfactory. I want to say here that I think the elevator you built for me is about the "best ever." The accompanying photograph hardly does the building justice. The workmanship and millwright work is well done and perfectly satisfactory. The material was fully up to grade, and the cribbing was better than I expected. I could not be any better pleased with the job you have given me, and your men were millwrights and gentlemen. Yours very truly,  
S. F. MILLER.

Be careful and address  
Younglove Construction Co. Box 478  
There are others here using our name.

T. F. COSTELLO

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Plans and Specifications Furnished. Call  
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IF INTERESTED WRITE FOR PLANS AND ESTIMATES ON YOUR WORK.

**THE VALUE  
OF AN ADVERTISEMENT**

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

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somebody who knows how to build an elevator and knows how to build it right.

*The Best*

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**STEEL****Twenty Million**

Bushels Capacity  
of Our Construc-  
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**STORAGE****Complete Grain Elevators  
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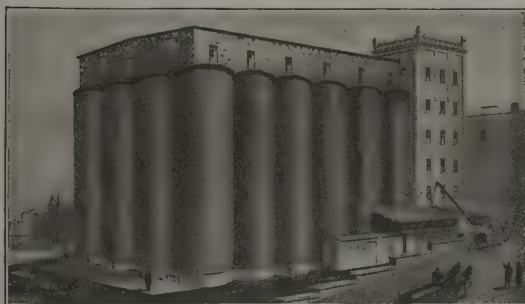
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JOSEPH SCHLITZ BREWING CO.

Milwaukee, Wis.

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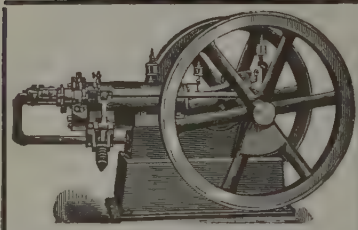
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Complete Equipments for Grain  
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Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.  
**Easy to operate.**  
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**Cheap as a stairway.**  
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Would do YOU a great  
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In fact everything for the Complete Equip-  
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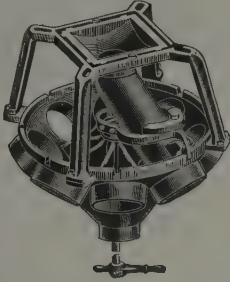
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MINNEAPOLIS, MINN.



## GRAIN ELEVATOR SUPPLIES.

### THE BUSY SEASON

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**Economy of space** is an important feature as well.

If you want a **simple, economical, efficient** and **durable** grain distributor to place in your new elevator, or old one as repaired, investigate the merits of the improved

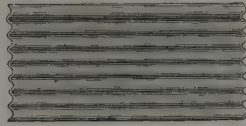
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We Are Large Manufacturers of  
**Steel Roofing, Corrugated Iron, Etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**

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FOR GRAIN  
ELEVATORS

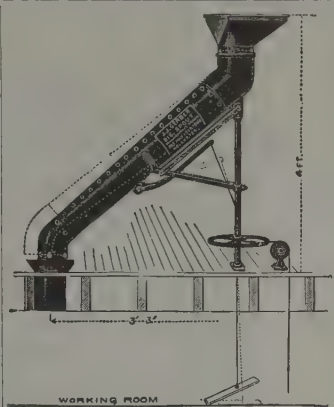
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**GERBER IMPROVED  
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For particulars write

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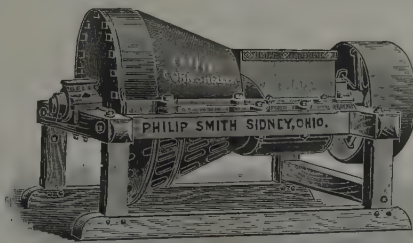
**TO BUY  
SELL  
RENT or  
LEASE an  
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it!

**\$16 FOR THE ROUND TRIP TO ST.  
PAUL AND MINNEAPOLIS,  
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CHICAGO GREAT WESTERN RY.**

Tickets on sale daily to September 30th. Final return limit October 31st. Also equally low round-trip rates to other points in Minnesota, and to points in North Dakota, Colorado, Utah and Wyoming. For further information apply to F. P. Lasier, G. A., 115 Adams St., Chicago, Ill.

### Corn Shellers, Cleaners, Dumps, Drags



Everything for  
**WAREHOUSE  
or ELEVATOR**

When in the market, write us

**THE PHILIP SMITH COMPANY**

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### Wheat Tables

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

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## Ten Reasons Why You Need a "Clipper" Cleaner



- 1—It is a cleaner that **CLEANS**;
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- 3—It cleans all kinds of grain, seeds or beans perfectly;
- 4—It cleans more grain with less power than any other cleaner;
- 5—It is simple, strong, convenient and will not get out of order;
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- 7—It is quickly and easily installed;
- 8—It has stood the test of time;
- 9—It is the only successful combination cleaner on the market;
- 10—It will make and save you money.

These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

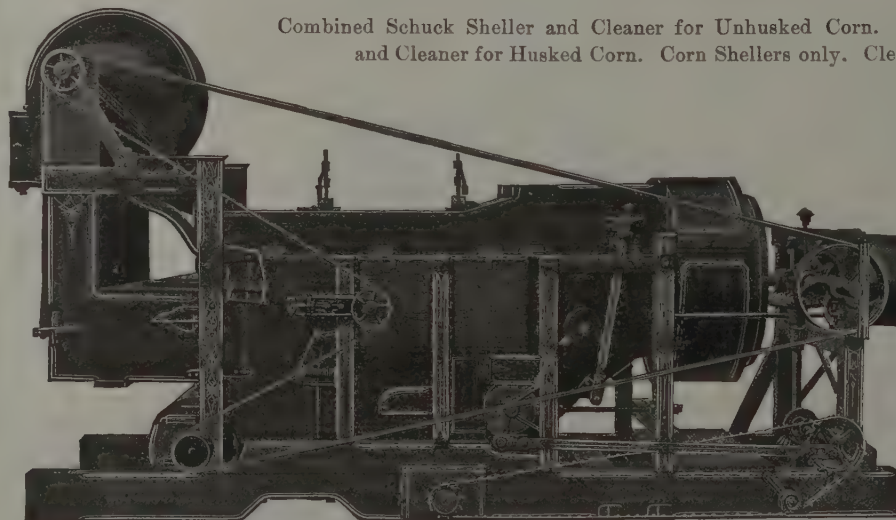
**A. T. Ferrell & Company, Saginaw, W. S., Michigan**

**NEW PROCESS  
DUSTLESS CYLINDER**

## Corn Shellers and Cleaners

FOR ELEVATOR, WAREHOUSE OR MILL

Combined Schuck Sheller and Cleaner for Unhusked Corn. Combined Sheller and Cleaner for Husked Corn. Corn Shellers only. Cleaners only.



Favored by Insurance Companies because husks are carried out of building.

The New Process Combined Schuck Sheller and Cleaner shown here is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

**CLEAN CORN  
CLEAN COBS  
CLEAN HUSKS**

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE** or **MILL**

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THE  
**HESS DRIER**

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**Ninety-five Per Cent**

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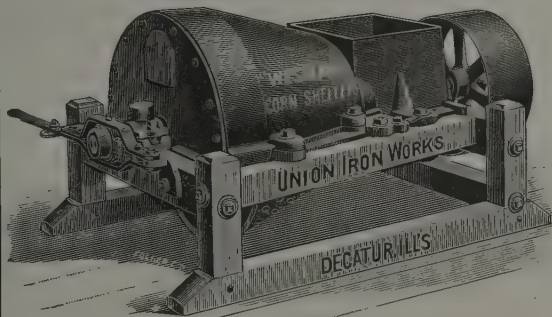
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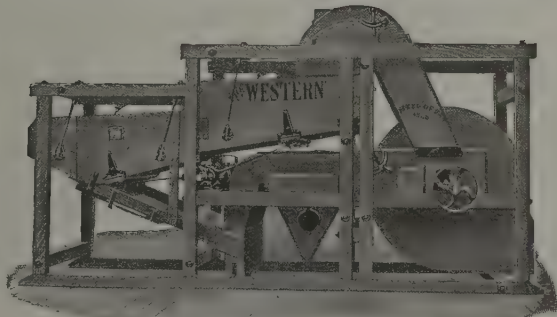


Is used more extensively than all others  
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It is the oldest and best suited to the  
needs of the elevator man.

**The KNICKERBOCKER CO.**  
JACKSON, MICH.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

**Do You Intend to Build an Elevator this Season?**

If so, correspond with or see the

**UNION IRON WORKS**

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*Plans to Suit Each Location by a Licensed Architect*

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers,  
Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

**WRITE FOR OUR CATALOG AND PRICES**

**ELEVATORS FOR SALE.**

LIST your elevator with Marker & Mote, Greenville, O.

FOR SALE—Six of the best elevators in Darke Co., O. See Marker & Mote, Greenville, O.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR, COAL, Lumber and Live Stock business for sale at a bargain. Are doing good business. Enquire of O'Hara, Baldrige & Co., Congerville, Ill.

EASTERN ILLINOIS ELEVATOR for sale; nearly new; capacity 60,000 bus.; good corn and oats territory; station handles 400 to 500,000 bus.; one competitor. James M. Maguire, Campus, Ill.

BROKERAGE and COMMISSION Business in fine city in Illinois, for sale. No dust or dirt; nice, clean business, showing good profits. Price \$3,500. Address C. A. Burks, Elevator Broker, Decatur, Ill.

ELEVATOR, HAY & COAL Business for sale. In good repair. Gasoline Power. In good town located in excellent territory in Northwestern Ohio. Price \$2,000. Address D, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of 5 elevators with a capacity of 100,000 bu. located in fine oats and corn country of eastern Indiana on three railroads leading out from home office within radius of 12 miles. The houses are in fine condition and up-to-date and handle 700 to 1,000 cars grain and hay annually; fine farming country and home office is in county seat of 5,000 population having electric lights, water works, interurban railway, and four schools with High School. Elegant location and fine opportunity as the owner has other business and anyone desiring a good and thrifty business will be justified in investigating this, which includes a hay barn at home office holding 30 cars and plenty of room for sheds should a party wish to go into the coal business, which is growing, as our natural gas is getting weak. Address The Carroll Elevator Co., Decatur, Ind.

**ELEVATORS FOR SALE.**

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR with coal and feed business, on two roads, in good southeastern Iowa town. Snap figure for quick sale. Northwest Land & Trust Company, Peoria, Illinois.

TWO GOOD ELEVATORS in Red River Valley, N. D., for sale. Will handle better than 150,000 each this year. Address G. S. Walker, 23 W. 15th St., Minneapolis, Minn.

TRACK BUYING BUSINESS in Illinois city, for sale, well established and doing a good business; will pay to investigate. Address C. A. Burks, Elevator Broker, Decatur, Ill.

ELEVATOR AND COAL BUSINESS for sale in best corn and oats territory in Indiana. This proposition will bear personal investigation. Address Central Ind., Box 3, Grain Dealers Journal, Chicago, Ill.

WISCONSIN ELEVATOR, with capacity of 24,000 bushels, with rollers and stones for grinding feed; large and well established business in city of 18,000, for sale. Address Wisconsin, Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE in the market to buy an elevator in Ohio, that is new, up to date, and a good one that pays 4 to 5 thousand dollars per year net profit, for \$15,000.00, write at once if you mean business. Address Snap, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Small elevator in a small town in northern Indiana, on a trunk line road. Only elevator in town. Price low for cash. Good chance for a man of small means, if he can be contented to live in small town. Capacity 8,000 bus. Address H. C., Box 2, Grain Dealers Journal, Chicago, Ill.

GOOD 8,000-BUSHEL ELEVATOR for sale, Howe Hopper Scale, Barnard & Leas Separator, Coffield Gasoline Engine, Howe 6-ton Wagon Scale under roof, two-story building for flour, etc., ice-house and seven lots. On C. & N. W. R. R. Will sell all or part. Address Geo. L. King, Ida Grove, Iowa.

FOR SALE or trade for Kansas land, a 10,000 bushel capacity elevator; feed and flour exchange, and a good coal business. Good engine and cleaner; all up to date machinery. A store room 25x90 feet. Located on the Lake Shore R. R. and St. Joe Interurban. For further information address S. S. Eash, Shipshewana, Indiana.

ELEVATOR, LUMBER AND COAL business in one of the best sections of Iowa for sale. 15,000 bu. capacity, coal bins for 300 tons, lumber shed 20x120 ft., with hood, sash and door house 20x40 ft. office and fixtures, platform scales, etc. Has made a satisfactory profit for the last 5 years. Situated on the M. & St. L. Best location in town. Reasons for selling, going west. Let us hear from you if you mean business. None others need apply. Some one will get a bargain. Address S. S. Vought & Co., Livermore, Ia.

**ELEVATORS FOR SALE.**

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

ELEVATORS for sale in all of the Surplus Grain States. Send for the largest list of Elevator Property ever published. Address C. A. Burks, Elevator Broker, Decatur, Ill.

WHOLESALE SHIPPING BUSINESS, showing \$9,000 average yearly profits during past five years; takes \$7,000 to buy; no scheme. Address M. N. P., Box 4, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber, coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—3 central Indiana elevators on Big 4, in fine agricultural section. Handle 150,000 to 175,000 bus. of wheat annually. Also oats, corn, clover seed and coal. Write Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE on Erie R. R. in good grain country, 14,000 bushels capacity, 20 H. P. gasoline engine, feed mill, corn sheller, Monarch separator, all in good condition. Address Robert Kolter, Spencer, O.

LARGE COUNTRY ELEVATOR in corn and oat section of Illinois for sale. Chicago, also eastern outlets. A fine opening to party wanting good property. This is a bargain. Look into it. Address C. B. J., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE with 14,000 capacity; one dump; as good corn and grain section as Ohio produces. Also dwelling house close by. Good trade in flour, feed also. Up-to-date town; good banks, churches and fine school. Electric line is also a convenience. A money maker, and only reason for selling is other business. Cheap if sold soon. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

MODERN, UP-TO-DATE Elevator and shelling plant, meal and chop mill for sale. Capacity of elevator 10,000 bushels. Meal and chop mill one car each per day. Everything new. Shipments last year over 200 cars. Will be doubled this year. Hay shipments over 100 cars and good coal business goes in the deal. Good local wholesale trade in town of 7,000. Cheap freight rates to Texas, Louisiana and Arkansas, where all shipments go. Situated in the southern and best part of the Indian Territory, where all kinds of grain are grown successfully. Two railroads. Business earning 25 per cent on \$12,000, but on account of having to leave will sell reasonably. Part cash, balance on time, or would take part in good farm or income property. Address, quick, P. O. Box 567, Durant, Ind. Ter.



## ELEVATORS FOR SALE.

NEW ELEVATOR in 1902 for sale. 20,000 bu., gasoline power, good wheat and corn country. Price \$5,500, part time. W. D. J. Everett, West Milton, O.

TWO ELEVATORS for sale in Indian Territory; good points. Best reasons for selling. A money making bargain for some one. Address Indian, Box 3, Grain Dealers Journal, Chicago, Ill.

NEW OHIO ELEVATOR with good coal business in connection, located in good corn, wheat and oats territory, for sale or exchange for stock of hardware. Address D. Kester, Pikeville, Ohio.

ELEVATOR FOR SALE in Minnesota; good territory and good business; wish to sell property on account of the death of my husband. Address Mrs. C. W. Fairbank, West Concord, Minn.

ELEVATOR FOR SALE—20,000 bus. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ELEVATOR and two stations in N.E. Okla. Elevator is well equipped with gasoline engine, sheller, two cleaners, feed mill. Capacity 12,000 bu. Have fair flour and feed business. Good reasons for selling. For full particulars address L. L. Hime, Newkirk, Okla.

TWO ELEVATORS and one station with scales, cribs and oats bin for sale, in corn and oats belt S. W. Iowa. All handle coal. Total capacity elevator, 200,000 bu. Good reason for selling; will sell one or all. All doing good business. Crop prospects good. Address J. H. Hulbert & Co., Greenfield, Iowa.

## ELEVATORS WANTED.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

WANTED to rent or buy an elevator located in Ohio. Address W. O. M., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

WANTED an elevator west of Missouri River. Give particulars in first letter. Address Min Box 4, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED—to take 1/2 interest in grain seeds, wool and hay. \$2,000 capital required. Single man preferred. Address Crawford, Box 4, Grain Dealers Journal, Chicago, Ill.

ONE-HALF INTEREST in a nice, clean, pleasant business, allied to the grain trade for sale. Salary \$1,000 a year to the right party, and division of profits. Address C. A. Burks, Elevator Broker, Decatur, Ill.

## MISCELLANEOUS.

FOR SALE—one rotary late style copying machine in first-class order. Good for market reports or bids. Originally cost \$50. Will sell cheap. Address Ark, Box 4, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

SITUATION WANTED in elevator. Two years experience; can furnish reference. Address Lock Box 343, Peterson, Ia.

YOUNG MAN with some experience desires position in a grain office; references. Address Bab, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED on road for progressive receiver, by competent man of wide experience. Address B. G. R., Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

POSITION WANTED by good reliable man as manager of feed store or country elevator; would take 1/3 or 1/2 interest in good point. Reference given. Address Lock Box 131, Ohio City, Ohio.

POSITION WANTED by experienced bookkeeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—Have had seven years experience in grain business; am exceptionally good barley man; want position as buyer, seller or solicitor; best references. Address E. W. S., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by young man, who has had wide experience in the grain business and able to furnish the best of references as to ability and character. At present under contract until July 1st. Address Kroy, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man of good character and excellent habits, having ten years experience and thoroughly familiar with every detail of cash grain business, would like to engage with first class firm. Capable of handling branch office. Address Competent, Box 3, Grain Dealers Journal, Chicago, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs. experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodie, Box 11, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

WANTED MAN to travel and solicit grain shipments in Iowa. Address Son, Box 4, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

FLOUR, FEED and Saw Mill combined for sale. Would take Detroit or Jackson, Mich., property in part payment. W. B. Collins, Gregory, Mich.

FOR SALE—100-bbl. 4-story brick steam mill, close to Minneapolis, in excellent order, well established trade. Address Geo. Knoblauch, Carver, Minn.

FOR SALE very cheap, 125-bbl. mill in South Dakota. Two 100-h.p. boilers, electric light plant in connection. good business. A. W. W. Devers, Mitchell, S. D.

FOR SALE—60 bbl. flour mill in the Rio Grande Valley; running successfully; handsome margin on milling; owner must sell; fine chance; big bargain; up-to-date machinery; perfect order; large warehouse. Address W. P. Metcalf, Albuquerque, N. M.

BEST WATER POWER AND MILL proposition in the West. Large stream, rock bottom, permanent dam, business established, best wheat, corn and alfalfa country. Great opportunity to install alfalfa hay mill, best paying business with great demands for products. O. K. Olmstead, Orleans, Nebraska.

FLOUR AND FEED MILL for sale. Nearly new; established two years. Located in one of the best wheat centers in Northern Michigan on Pere Marquette Ry. Fine opening for hay and grain buyer. Small amount will buy, account of other business requiring owners attention. Address Custer Milling Co., Custer, Michigan.

WE OFFER for sale our 100-barrel water power mill, building 44x100, 4 stories and basement; adjoining mill is an elevator of 65,000 bushels capacity. Mill and elevator are operated by best water power in the state. Also good sized barn, two dwelling houses with 33 acres of land; no better grain section in Ohio. We have operated this plant very successfully for the past 14 years, on account of other business interests requiring a change of residence we are compelled to sell it. Offered at half its value for quick sale. Call on or address Edwards Brothers, Troy, Miami Co., Ohio.

## MISCELLANEOUS.

GRAIN BAGS for rent from 100 to 100,000. For rates write Foell & Co., 123 Market St., St. Louis, Mo.

IF YOU want to buy or rent a farm in Floyd County, Ia., write T. J. Ryan, Charles City, Ia., for particulars.

WOOL WANTED. We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

WANTED—The address of every dealer handling chicken feed; samples of our PHOENIX BRAND POULTRY FOOD, MONITOR BRAND CHICK FOOD, Chicken Wheat, Kaffir Corn, Millets, etc., sent free upon application.

THE ILLINOIS SEED CO.,  
Department "E," Chicago, Ill.

## ENGINES FOR SALE.

NEW ERA 20-h.p. gasoline engine for sale; in good condition. Address Dudley & Company, Wren, Ohio.

GAS ENGINE for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

FOR SALE—One 8x12 Atlas Automatic Engine. Price, \$85. Address Farmers Elevator Mill & Coal Co., Lucas, Kan.

LENNOX GASOLINE ENGINE for sale, 4 h. p. or will trade for good roller feed mill. Address F. H. Wallace, Melbourne, Ia.

FOR SALE—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

GASOLINE ENGINES, all sizes. One 12 H. P. good as new at a bargain. Lammert & Mann, 157 So. Jefferson Street, Chicago, Illinois.

ONE 20 H. P. Slide valve horizontal engine, and one 5 x 4 steam pump. Good condition. Thos. Ramsey, 2600 Harvard Street, Chicago, Ill.

NEW COLUMBIA GASOLINE ENGINE for sale, 20-h. p., as good as new; have no more use for it. Address Stege Bros., Matteson, Ill.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE—9 h. p. White and Middleton gas or gasoline engine. 15 h. p. automatic steam engine. Address H. W. Tuttle, 153 S. Des Plaines St., Chicago, Ill.

GASOLINE ENGINE BARGAINS—10-h.p. White and Middleton \$225; 6-h.p. Backus \$175; 2-h.p. Tuttle \$55, and others. Talbot Lennox Machinery Co., 10 S. Clinton St., Chicago, Ill.

BACKUS 2½-h. p. thoroughly overhauled and good as new, \$150.00. 3½ remodeled gasoline engine, \$150.00. Other sizes furnished. Address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE at bargain prices, one "Webster" 6½ and one 12 H. P., one Lewis 8 H. P. and one Model 12 H. P. All for gasoline and in good condition. Write for price and full particulars. Address J. F. Atherton & Co., 30-32 S. Canal St., Chicago, Ill.

FOR SALE, at cut prices the following gasoline engines; 2 h. p. Dempster; 2½ h. p. Davis; 4 and 6 h. p. Bauer; 4 h. p. Star; 10 h. p. Fairbanks; also 4 and 25 h. p. steam. All fine condition. Write us. Address Witte Iron Works Co., 526 W. 5th St., Kansas City, Mo.

## ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

One 4 H. P. Lammert & Mann gasoline engine, almost new, cheap. C. A. Kreger, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—Modern 8-h. p. gas engine at a bargain, for \$150; reason for selling, must install a larger engine. Imperial Expanded Metal Co., 1538 Monadnock Block, Chicago, Ill.

### GASOLINE ENGINES FOR SALE.

One 12-h. p. Webster.....	\$325.00
One 25-h. p. Otto.....	\$425.00
One 35-h. p. Otto.....	\$550.00

Colborne Mfg. Co.,  
35 Indiana St., Chicago.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.  
9 S. Canal St. Chicago, Ill.

FOR SALE—One twenty-five H. P. gas engine. One twenty H. P. gas engine. One ten H. P. gas engine. All in first-class condition. Will sell at what they are worth, and would take a steam plant or thirty-five horse boiler in part pay on one or all. Address Goodrich Bros. Hay and Grain Co., Winchester, Ind.

GASOLINE ENGINES for sale at a bargain.

One 10 h. p. Columbus.	
One 14 h. p. Ohio.	
One 5 h. p. Charter.	
One 2½ h. p. Rockford Engine.	
One 6 h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. Address C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.	

### SLIGHTLY USED GASOLINE ENGINES FOR SALE.

1-4½ h. p. Webster.....	\$125.00
1-5 h. p. Charter.....	135.00
1-5 h. p. Webster.....	150.00
1-3½ h. p. Burrell.....	100.00
1-7½ h. p. Webster.....	300.00
1-2 h. p. Stover.....	50.00
1-12 h. p. Webster new.....	400.00

The above engines we will guarantee in first class condition.

ALLEN P. ELY & CO.,  
1110 Douglas St. Omaha, Neb.

ENGINES FOR SALE—1 8-h. p. Fairbanks-Morse, second hand, in first-class condition, both electric and hot-tube ignitor; 1 4-h. p. Fairbanks-Morse, in good condition, hot-tube ignitor only; 1 12-h. p. Fairbanks, hot-tube ignitor only; 1 6-h. p. Lewis and 1 12-h. p. Lewis, both electric ignitors; 1 12-h. p. White, in good shape, with electric ignitor; 1 4-h. p. Model horizontal and 1-h. p. Model, both electric ignitors. All the above engines for sale cheap. Lennox Machine Co., 307 Third St., S. Minneapolis, Minn.

## MACHINES FOR SALE.

HOWES Oat Clipper for sale; good condition; run short time; cheap. D. Gibbs & Son, Saratoga Springs, N. Y.

FOR SALE one 200-bu. elevator separator, one 500-bu. corn cleaner and 30 bu. Cranson Scourer. Address E. Brunner, Hope, Kan.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

### SPECIAL BARGAINS.

One No. 2 Victor Sheller; No. 2 Corn-wall Corn Cleaner; No. 6 Clipper Seed Mill; one No. 12 and one No. 14 Boss Car Loaders; several engines; also separators and scourers. Address A. S. Garman & Sons, Akron, Ohio.

FOR SALE—No. 6 Invincible, dustless, compound shake seed separator and grain cleaner, with complete set of 45 screens, good condition, equipped with traveling brushes. Reason for selling, capacity not large enough. Write for prices and particulars. A. A. Berry Seed Co., Clarinda, Ia.

## MACHINES WANTED.

WHEAT SEPARATOR—Wanted a large wheat separator; name price and capacity. R. B. Hutchcraft, Paris, Ky.

WANTED TO BUY—2 second-hand No. 4 needle screen separators, single, or one double screen, 12 feet high, in good condition. Address No. 509 Germania Bldg., Milwaukee, Wis.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

PLATFORM scales for sale. Good condition. Cheap. Buehl & Co., Memphis, Tenn.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—two 1,000-bushel hopper warehouse scales. Address Honeoye Falls Manufacturing Co., Honeoye Falls, N. Y.

FAIRBANKS DUMP SCALE for sale; 4 ton, used 6 months, good as new. Morrison Grain Co., Board of Trade, Kansas City, Mo.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

SCALES REPAIRED. We will repair any scales that you may have and make them as good as when they left the factory.

ALLEN P. ELY & CO.  
1110 Douglas St. Omaha, Neb.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.



## MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

## MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

## ENGINES AND BOILERS.

TUBULAR BOILER for sale; 66 in. x 15 ft.; good condition. Reason for selling, putting in larger one. Possession given at once. Address Goshen Mfg. Co., Goshen, Indiana.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

## GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

## HAY WANTED.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY consignments solicited. Drafts for 75 per cent of value honored. Prompt returns. R. L. Chenery, Richmond, Va.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## FOR SALE

White Pine,—Second-hand, 2 x 6 in., surfaced two sides, No. 1 quality, in quantities to suit, carlots or less, f. o. b. Minneapolis.

Apply

The Albert Dickinson Co.

Minneapolis, Minn.

## GRAIN WANTED.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

YELLOW EAR CORN, oats and hay wanted; drafts honored. Address Produce and Grain Company, Wheeling, W. Va.

CLIPPED WHITE OATS wanted that will test not less than forty pounds to the bushel. Quote delivered. John B. Payne, Lexington, Ky.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

OATS, RYE AND EAR CORN wanted. We make track bids. Let us hear from you and we will quote you regularly. Johnson & Son, Goshen, Ind.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

WHEAT WANTED; low grade, suitable for chicken feed. Mail samples and name prices delivered to Philadelphia, L. F. Miller & Sons, 2931 N. Broad St., Philadelphia.

## MILLS FOR SALE.

FLOURING MILL for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

## ELEVATORS FOR SALE.

ELEVATOR FOR SALE or rent; 12 bins; large dump; 10-h. p. gasoline engine; only elevator in town of 600; feed and warehouse connected; large office; 6 ton wagon scales; 200 bu. hopper scale; good flour and feed exchange business. Address Stewart Lumber Co., Denison, Ia.

## SEEDS FOR SALE.

TIMOTHY SEED for sale. When in the market write us for prices and samples. Car lots or less. Address Horner Elevator & Mill Co., Lawrenceville, Ill.

FOR SALE—Clover seed, timothy seed, alsike, oats, corn, milling wheat and hay. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY and Red Top Seed wanted. Submit samples and prices. Louisville Seed Company, 232-234 2nd Str., Louisville, Ky.

SEEDS WANTED—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Seed Grain, etc., etc.

SCHISLER-CORNELI SEED CO.  
813 N. 4th St. St. Louis, Mo.

SEEDS—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Dwarf Essex Rape, Seed Grain, etc.

THE ILLINOIS SEED CO.,  
Chicago, Illinois.

SEEDS WANTED—We want to buy several cars of timothy, clover, red-top, orchard and blue grass. Will buy in lots of from ten bags to carload. Send samples and quote, giving freight rate and stating quantity offered. Jas. L. Vance & Co., Chilhowie, Va.

## FEED FOR SALE.

ALFALFA MEAL for horses, cows and hogs, \$15 per ton; fine and extra green, \$17 per ton, f. o. b. Wise Elevator, Canfield, Colo.

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## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order to judge of the value of the Grain Dealers Journal to our business we will try it on the 10th and 25th of each month for one year. Enclosed find One Dollar.

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Capacity of Elevator \_\_\_\_\_

Post Office \_\_\_\_\_

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The Rate for Advertisements in above Departments is 15 cents per line each insertion.

## A Veritable Bargain

We have 3½ sections of fine wheat land located in Southeast Assiniboia, Canada, for sale. Will give first year's crop to parties renting or contemplating purchasing all or part and who will break ground and sow to wheat this fall. Wheat in Assiniboia is averaging 30 to 40 bushels to the acre, and the price on the farm is about 80 cents per bushel, so that the first year's crop will about pay for our farm.

**W. R. MUMFORD CO.**

628-930 Postal Bldg., CHICAGO, ILL.

## Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

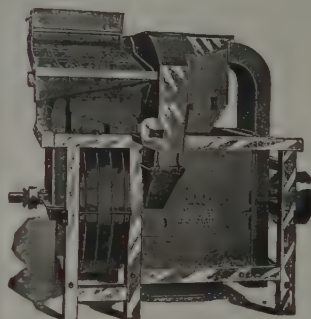
Each page is 8¼x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

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This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
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*It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

**Invincible Grain Cleaner Co.**

Silver Creek, N. Y.

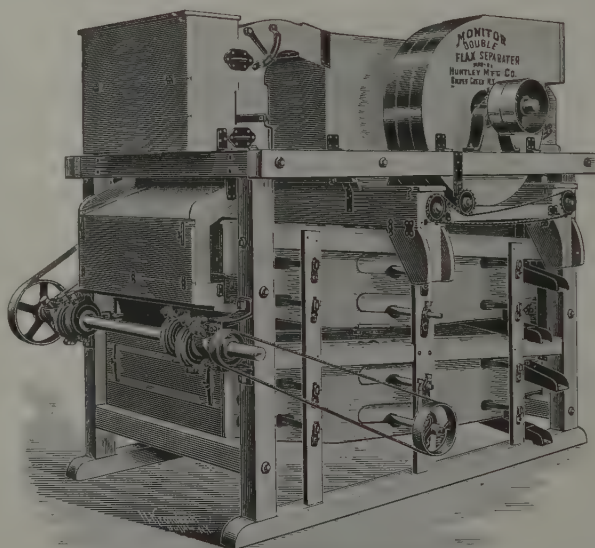
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N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

## Read These Letters Please—They Tell of the Superiority of Monitor Flax Separators Which Are Built in Five Sizes



Style "B" Monitor Dustless Double Flax Separator.

"We have been using your Flax Cleaners at the different Linsed Oil Mills we have been running for the past 6 years and have not had an idle hour on their account in all that time, neither have we had an expense attached to them in the way of breakage. They are always ready to do their work and the capacity is unlimited. We have used reels and various Flax Cleaners for the past 15 years and all of them are failures when compared to yours. We wish to compliment you on how well your machine is balanced, as the knock and jar to most cleaners is enough to drive one out of business.—Daniels Linseed Co., Minneapolis, Minn.

"Replying to your letter of inquiry with regard to the Flax Cleaners we bought of you a year ago, will say they have given us entire satisfaction. We installed 41 of these machines, mostly of the Style A, No. 5 and have no trouble in cleaning 300 bushels of Flax an hour on them, and we clean Flax generally to two per cent or less. By taking the slide from the upper conveyor and thus allowing the Flax to run from one sieve to the other, we have cleaned a great many cars to a half per cent and to pure Flax. Our experience with the machine in cleaning is very satisfactory. It will clean probably three times as much wheat per hour as it will Flax and do good work. Of course the proper sieves are necessary to fit it for cleaning wheat. As to cleaning other grains, we have no experience with it, but I have no doubt it will prove a great machine for oats and barley.—The St. Anthony & Dakota Elev. Co., Minneapolis Minn.

Monitor Flax Separators are built in five sizes. Our "Treatise of Flax" shows each machine and gives a concise description of each. If you handle Flax you surely should have a copy of this book and we shall be pleased to send it to you on request.

**HUNTLEY MFG. CO.**

SILVER CREEK, NEW YORK

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Berger Carter Company, San Francisco, Cal.  
Hotel Savoy, Kansas City, Mo., H. C. Drayer, Southw'n Agt.





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## GRAIN DEALERS JOURNAL

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**CHARLES S. CLARK, Manager.**

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The character and number of advertise-  
ments in its columns tell of its worth.

#### Letters

on subjects of interest to those engaged in  
the grain trade, and trade news items are  
always welcome.

Entered at Chicago, Ill., Post Office as  
Second Class Matter.

CHICAGO, ILL., AUGUST 25, 1905.

KEEP BOYS out of your elevator, then you will not be blamed for their destruction.

THE wide margins insisted upon by some of the farmers cooperative cos of the Northwest is appalling. What next?

BUCKWHEAT is reported to be unusually backward in Wisconsin and the prospects not promising. Too much rain.

GRAIN hospitals have always made good money cleaning grain, and country elevator operators could do likewise if they tried.

SHIPPERS who have grain which will grade better than No. 3 can not afford to sell it at the No. 3 price even though not avaricious.

WHILE Tama Jim is reforming the Agricultural Dept. he might cut off the free seed distribution and win the hearty thanks of deceived recipients.

OHIO AND INDIANA farmers secured such good yields of wheat this year they are already talking of a marked increase in their acreage.

WHEN you want any information relating to grain trade subjects which you do not find in the Grain Dealers Journal make use of our "Asked and Answered" column. It is there primarily for your use.

CARS with leaky roofs will not protect your grain from rain as it goes to market. Late arrivals prove that some shippers are overlooking this sure cause of grief.

CARS are becoming scarce on some of the western roads, but this should not excuse country shippers in accepting old, worn-out cars which are unfit to receive their grain.

THE Chinese boycott against American flour seems very likely to effect a diminution of the export flour trade of Pacific Coast mills, and also reduce the demand for wheat.

A NUMBER of Kentucky farmers, prompted by the American Society of Equity, are holding their wheat for \$1 per bushel. Pools are all right when the farmers profit thereby.

ELEVATOR allowances would be all right if every elevator operator received the same allowance. How much do you want for furnishing and operating a bulk grain depot at your station?

GRAIN BAGS of the best quality are loaned, rented or given away by dealers who are willing to spend \$500 to keep their competitor from getting an extra car load of grain. Surely a very expensive folly.

SHIPPERS work an injury to their own interests by loading cars so full grain cannot be properly inspected, but they would do it less frequently if receivers and inspectors would take pains to notify them of their error.

FROM present indications the crop experts are overwhelmed by splendid prospects. The farmer is worrying, not about the quantity his fields will produce, but where he is going to obtain sufficient help to gather it.

ONE of the peculiar features of new winter wheat in Nebraska is that some of it shrinks nearly 5 per cent a month. If the wheat you are buying shrinks this rapidly you cannot hold it long with profit unless the price swells.

GRAIN buyers are so very busy handling small grain that they are not giving the needed attention to the provision of proper facilities for handling the corn crop which promises to be large, notwithstanding some superficial observers are complaining of too much hot weather.

THE GASOLINE engine which can not be depended upon to furnish power whenever wanted is not worth installing in an elevator. Reliability is of far greater consideration than price. No one appreciates this more positively than the possessor of a cheap engine which bucks every time he has a number of wagons waiting to be unloaded.

IF THE Agricultural Dept. would use the money squandered annually in distributing free seeds in paying crop reporters, the monthly crop reports would be of far more value and each member of Congress would have a clearer conscience.

JOHN HYDE, former statistician of the Dept. of Agri., is now in England and, naturally, refuses to hurry back to Washington to tell the grand jury what he knows about his former associate statistician E. S. Holmes. Success to the grand jury!

A CONCRETE bin at Jefferson Junction, Wisc., is reported to have passed thru a very hot fire recently without being damaged. The test of experience with tanks of this material is awaited with interest by a large number of prospective users.

DID you enjoy the narration of Mr. Farrington's experience in the Aug. 10 number of the Journal? Then why not reciprocate and tell something of your own trials and tribulations? Remedies will not be provided until the sufferers protest vigorously.

SMALL grain throughout the Northwest has suffered severely from too much moisture. Much of that arriving in central markets has been in heating condition. None of the Minneapolis elevators are equipped with a modern drier, hence the opportunity to make money fast is lost.

REPORTS to the effect that the Yellow Fever quarantine regulations will interfere with the export grain trade of New Orleans are denied by the Board of Trade. Unless the working forces of the eltrs. become decimated there is no reason why they should not run to full capacity as heretofore.

"NO. 3 OR BETTER" grain has the same price and will continue to have the same price when sold on track, as long as shippers are foolish enough to sell on such terms. They are generally discounted when their grain fails to grade 3, hence are entitled to a premium when thru careful handling they raise it to a higher grade.

SHIPPERS located on the C. H. & D. system in Ohio are in sore straits. The C. H. & D. having withdrawn several routes to Eastern points is compelling shippers to pay 6th class rate up to the junction point of the connecting line and from each junction point regular grain tariff rates are charged. In many instances the cost of delivery at certain Eastern points is more than double the original through rate which obtained before the C. H. & D. adopted arbitrary measures. Shippers so unfortunate as to be at the mercy of this line should join hands and fight for relief.

WHEN the speculators spread reports of wheat being damaged by frost even after it has been cut you can depend upon it they have a long line which they are anxious to unload. Such extravagant hysteria serves only to attract attention to the market interests of the promoters.

WHEN you have a just claim against carrier get all facts and papers together as quick as possible and present to the proper officials. Leave nothing to be understood or taken for granted, present the documents to prove everything you claim, thereby facilitating the work of the claim agent and hastening the day of settlement.

PREMIUMS paid to careful farmers for superior grain will prove a potent influence for improved methods and careful seed selection with the hap-hazard farmers who covet the highest prices obtainable. Discriminate against the dirty inferior grain, protect your own profit and encourage the farmer to improve his grain.

AN OKLAHOMA buyer offering "3 or better" white corn specifies that his offer is "subject to your immediate acceptance by wire and our confirmation." While the last three words give the prospective buyer a clear understanding of what he is to expect, it also gives the would-be seller an option as to whether or not he will sell the grain. If all dealers were as careful to have a clear understanding in all transactions, many disputes would be avoided and losses prevented.

LINE ELEVATOR company managers who feel that their buyers are prone to use their hands only might encourage them to use their heads by offering monthly cash prizes for the best suggestions for improvement in methods or equipment of country elevators. Manufacturers in many different lines have found this plan very profitable, not only by reason of the economies and improvements obtained, but because it has stimulated employees to take a more active interest in the welfare of employer.

ADVANCING money to farmers who have grain to sell, without interest and without security, can bring no profit to the grain buyer, and it seems rank folly for one to indulge in this practice simply because a competitor cannot refrain from doing so. If the farmer wants to borrow money send him to the banker, who is in the business of lending money. The abuse has grown to such proportions in some sections as to become decidedly burdensome and it would seem high time the dealers were getting together and placing a check on the imposition.

THE UNIFORM B-L is being used by some roads and accepted by shippers without protest or even consideration of the trouble it is likely to cause them. The carriers agreed to withdraw the uniform B-L and the shipper who is alive to the interest of his own business should refuse absolutely to accept it.

A CAR mover which requires the assistance of a section gang or a switch engine to move a car is not worth paying for, and some of the wagon scales of old design are in the same class. When you buy equipment for your elevator, make sure to get the best and latest pattern. It will prove the cheapest to operate.

THE SCALE Inspector of the Iowa Ass'n credits the disorder of more scales to accumulated dirt about the levers than to any other cause. The box under the hopper scale should be cleaned out frequently and the pit under platform scales kept clear of all refuse. Special attention should be given to keeping dirt from about the levers at the corners of platform scales. In the rush of grain to market do not overlook the fact that you may lose money daily because your scales are not in working order. Clean away the dirt and clean the scales. Keep them in absolutely correct working condition, even tho you find it necessary to have them inspected monthly. It is far cheaper.

#### ELECTRIC MOTORS FOR GRAIN ELEVATORS.

Electric motors are being used to furnish power for more grain eltrs. each year. So many electric street car lines of the country have surplus power that eltr. men find it an easy matter to get the power needed for their eltrs. from the transportation companies at a nominal cost. The principal drawback to this system is that whenever the electric lines are out of commission the eltr. man has to suspend business. Electric currents can also be obtained from the same source for lighting the eltr. and office when desired and that, too, at a nominal cost.

However, the running of electric wires into an eltr. must materially increase the fire hazard. Much of the wiring done by country line men is so very defective as to guarantee frequent fires. A properly installed electric motor might save the expense of a needed helper about the eltr. but it does not seem safe for the eltr. man to jeopardize his business interests by making it dependent upon the wiles of the electric plant. It would seem much safer and better business policy for him to install a plant which makes him entirely independent of outside influences.

#### MONEY AND PUTS FREE.

Some buyers of grain are so very eager to get all the grain, they are not stopping to consider whether or not they will handle it at a profit. The number of country elevator men giving storage free and pledging themselves to buy the grain at the market price any day the grower desires to dispose of it, is truly remarkable. In other words the dealers give away puts, while they bear the expense for storage, insurance, shrinkage, deterioration and run the chance of becoming whip-sawed in the market.

Some days it is impossible to buy puts in many markets at any price, but the country grain buyer never hesitates to give away a put any day to any farmer. If the dealers must store they should charge for their space, insurance and handling. Then let it stay there until the farmer is ready to sell at what you are paying and under no circumstances permit him to induce you to raise your price to the figure he credits your competitor with paying.

#### SPELTZ NOT WHEAT TO THE MILLER.

It seems that some reckless elevator men have made the very careless error of selling a large quantity of speltz to Michigan millers for wheat, for The Operative Miller, which is a recognized authority on milling technics, says,

Unscrupulous grain men in all parts of the country are again getting busy to defraud the millers at every possible turn. A large amount of wheat has been shipped into Michigan lately, of which 36 per cent was not wheat, but spelt, a German grain used for feeding animals and now being grown here. It looks so much like wheat, except that it is redder and more transparent, that a great many millers have not been able to detect the difference. It is also harder than wheat and when a kernel is broken into there is no flour inside as in wheat. It is claimed that as much as 40 per cent of spelt may be mixed with wheat and a casual inspection will not detect the fraud.

It is indeed unkind of the millers' organ to wax wrath at the grain dealers for this mistake. Surely they were imposed upon by the farmers or the grain inspectors, else they wud not have attempted to sell as wheat feed intended for German animals. Shippers in every terminal market sell much grain they never see. They must depend upon the inspectors, samplers and shippers from whom they buy. What a terrible thing it wud be if a shipper were imposed upon by these trusted servants to the extent of shipping a miller as wheat, carloads of his own "pure rye flour," white spring wheat patent made from hard turkey red and bleached, or even "pure buckwheat flour," with the old time grit.

The miller must have good wheat if he is to produce good flour, hence it behooves shippers, who cater to the millers' trade, to avoid delivering scrap iron and



other rubbish as wheat even when selling by sample. Such deception irritates and annoys the miller.

If you do not know speltz, write to the millers you sell for a sample. It seems that all of them have more than they want, hence will gladly spare a little for your education. By closely observing the most striking characteristics of speltz, dealers will learn to recognize it whenever seen and thus be well armed for their customers' protection.

If you can not learn to recognize speltz, demand that the Agricultural Dept. pass a law forbidding the growing of speltz.

## DENOUNCE THE SHARKS.

The postoffice department does not seem able to discover all of the fakes who should be denied the use of the U. S. Mails. It is truly remarkable how very many sharpers are trying to get rich quick in the "wheat market." It is the sharks that bring grain speculation into disrepute with the public.

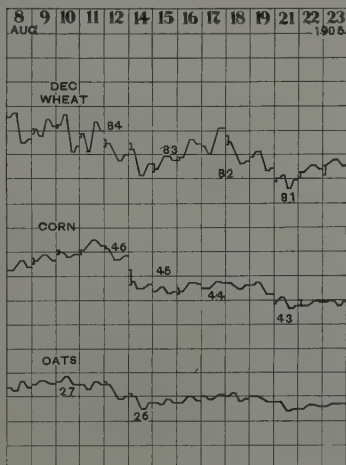
Following is an ad cut recently from a city daily:

**BIG MONEY — \$10 BUYS PUTS OR** calls on 10,000 bushels wheat; no further risk; movement of 5 cents makes you \$500. Write Department B, Standard Grain Co.

We have omitted the city purposely, simply because we do not care to give the so-called grain company any free advertising. The bucket-shop sharks in different sections of the country are being closed up and driven out of business, but it is to be expected they will open up in new places soon. It behooves lovers of square dealing to denounce these sharpers whenever opportunity affords.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Aug. 24 are given on the chart herewith.



## Observations.

BY TRAVELLER.

I observe in one of the recent numbers of the Journal a report reading as follows:

"Effective Aug. 1, the Chicago & Eastern Illinois Railroad will make free delivery of all grain received via its line consigned to the following eltrs. in care of the Chicago, Rock Island & Pacific: South Chicago Eltr. 'B,' South Chicago 'C,' South Chicago 'C' annex, Rock Island 'A,' Rock Island 'B,' Irondale Eltr., Peavey 'A,' Peavey 'B,' Oxford Eltr. Under this rule no charge will be made for switching or reconsigning on grain turned over to the Rock Island by C. & E. I."

Does this not constitute discrimination against elevators other than those designated? This is a matter which, it seems to me, ought to be looked into, for the manipulation of switching and other terminal charges in favor of certain special interests is getting to be altogether too common. It gives some large elevator companies, which are fortunate enough to stand in with the railroad companies, or possibly are controlled by the latter, a decided advantage over independent concerns, and tends to restrict the amount of business which can profitably be done by the latter.

In the matter of overdrafts, which has been so much discussed in the editorial columns of the Journal and by speakers at ass'n meetings, it should be remembered that what receivers object to is not so much the making of overdrafts themselves as permitting small amounts to remain on the wrong side of the ledger for weeks and months after a dealer has ceased shipping grain to them. Where cars are being consigned right along and the account is thereby kept open, commission merchants are willing to allow funds to remain in the hands of shippers for amounts considerably above the actual value of the grain in transit and unaccounted for, but they do not like to leave a balance standing on their books for any considerable length of time after a shipper has diverted his business elsewhere. It not only makes a good deal of unnecessary bookkeeping, but also keeps a large amount of funds in the aggregate tied up where they are not doing them any good. It is true that they can and do charge interest, but this is a wholly unimportant consideration, for receivers are themselves obliged to borrow large sums from the banks in order to make advances to their patrons. If shippers will make a practice of settling up these balances whenever they stop consigning to any particular house or market, they will find that it pays them in the long run, for receivers will be ready to extend them larger accommodations during the periods when business is being done with them.

BUCKET-SHOPS in all sections of the country have been enjoined by the U. S. Supreme Court from using the quotations of the Chicago Board of Trade, hence grain dealers have not their old-time excuse for frequenting and occasionally patronizing these fake institutions. Their figures are manufactured quotations and do not reflect even approximately the fluctuations of the Chicago market. If you wish to be misled and misinformed go to a bucket-shop for the markets. They make them to order.

## Asked— Answered

### EXPERIENCE WITH CONCRETE BINS.

*Grain Dealers Journal:* Will the owners of the concrete grain elevator at Hodgenville, Ky., or others, please give experience with the plant after filling the bins?—A. E. L. & Co.

### CAN BUYER GIVE PREMIUM FOR BETTER GRADE?

*Grain Dealers Journal:* Will some buyer of grain in the central markets please state from his experience what percentage of the grain bot from country shipper on contracts to grade No. 3 grades higher?

About how much would bids have to be reduced if the seller were given a premium for better grades? How could the giving of premiums for better grades be made practical?—S. W. F.

### Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to August 25 have been 37,178,000 bus., compared with 30,743,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to August 25 have been 25,194,000 bus., against 16,546,000 bus. for the corresponding period a year ago.

### Crop Conditions.

Unequal distribution of rainfall is the leading factor in the wheat situation. While rain is greatly needed in Texas and Kansas, the Dakotas and Minnesota have had an excess, doing considerable damage and delaying threshing. Much smut is present over large areas of both North and South Dakota.

Aside from the lack of rain in parts of Kansas the corn crop continues to do well, being almost in the pink of condition in Iowa, with complaints of firing in Illinois only local.

**TENNESSEE.** Petersburg: Will make  $\frac{3}{4}$  of a corn crop, about  $\frac{1}{2}$  hay crop, but full yield of peas. Wheat has all been threshed, making about  $\frac{1}{4}$  crop; all damaged more or less.—W. H. Marsh & Co.

**IOWA.** Des Moines: Reports from Iowa grain dealers indicate an average yield of 36 bus. of oats and 30 bus. of barley per acre. Average condition of corn 110, compared with last year.—Coin: Corn crop will be a record breaker if nothing happens, such as hail or wind storms; have plenty of rain and not too much; crop 3 weeks in advance of last year.—Ragan & Boon.

"They are sending electricity through buried wires in order to stimulate the growth of vegetables." "I wonder if the current is strong enough to shock the corn?"—Cleveland Plain Dealer.

"Yellow berry" is the name of a new disease which changes the protein of the wheat berry into starch. The evidence of the disease is a yellow spot on the berry. It lowers the food value of the grain.

## Letters From Dealers

### COUNTRY DEALER SHUD HAVE BENEFIT OF BETTER GRADE.

*Grain Dealers Journal:* The resolution adopted at the last annual meeting of the Ohio Grain Dealers Ass'n meets my approval exactly. I think that the country grain dealer shud be protected as to the grade of his grain.

If the country dealer's shipment shud grade better than the grade he sells he shud have the benefit of the better grade, as he must stand the loss if his grain grades lower than the grade he contracts. This matter shud be looked into and adjusted so as to be fair to both parties, and not one-sided as it now is.—C. H. Hopwood, East Lynn, Ill.

### STORAGE CHARGES.—WATER BARRELS.—PREMIUM FOR BETTER GRADE.

*Grain Dealers Journal:* Our practice is to charge 1c per bu. to store and insure grain for first month and  $\frac{1}{2}$ c for each succeeding month.

We have found large stone corks a good substitute for barrels in which to keep salt water on each floor of elevator, as required by insurance companies. First cost is greater, but they are better in every other respect.

Keep up the agitation for fair prices for grain that grades "better" than the grade on which bids of track buyers are based. If it grades lower the shipper has to lose the difference, and in all fairness he should have the benefit when it grades higher, as it frequently does.—A. E. Lawrence & Co., Decatur, Mich.

### CONSIDER CONCRETE TANKS FIRE PROOF.

*Grain Dealers Journal:* The fire which destroyed our cribbed elevator at Jefferson Junction on July 22 did apparently very slight damage to the adjoining concrete tanks. The contractor who built the tanks has offered to put the roof of the tank which was nearest the elevator (17 ft. distant) in as good condition as new for \$10, excepting the asbestos roofing which covered it.

Unless defects show later, or a weakness develops which is not now perceptible, we consider concrete tanks the ideal fire proof storage. We are so firmly of this belief that we would use no other material where the exposure from fire in other buildings near by is considerable.—The Lytle-Stoppenbach Co., Milwaukee, Wis.

### INSPECTORS LET BUYERS OUT.

*Grain Dealers Journal:* Besides my experience with indefinite inspection rules related in the Journal for Aug. 10, page 168, I have had similar trouble with another car of corn. The buyers never have submitted sample nor made complaint of the actual corn and its condition, but hold to the technical point that it does not inspect according to contract. Of course, this is no new thing. Every time the market declines materially a great many grain men commence looking around for ways to evade the losses they

bring upon themselves by overbuying their needs. The most useful outlet under such circumstances is the inspection department, with its variability.

I hope the Grain Dealers Journal will keep the good work going until the grain dealers over the country demand an inspection system worthy of the name.—Yours truly, J. E. Farrington, Anadarko, Okla.

### Elevator for Handling Local Trade at Galveston, Tex.

Illustrated herewith is a small cribbed eltr. of 50,000 bu. storage capacity which had just been started when the great Galveston storm of 1900 stirred up a wind with a velocity of 125 miles an hour. Yet this eltr. suffered no material damage.

It is 42 x 42 ft. x 100 ft. high, built on a floating foundation of creosoted timber. Grain is received from cars into one small receiving sink, from which grain is conveyed to either of the boots of the two legs which elevate the grain to the cupola. Each leg has an elevating capacity of 6,000 bu. per hour and discharges grain into a garner over a 1,600-bu. Howe Hopper Scale, from which the grain is spouted direct to cars or any of the 13 bins.

On the ground floor are a No. 7 oats clipper and a No. 8 double receiving separator, power shovels, car puller and a 75-h. p. electric motor. Power is transmitted to the main drive shaft by ropes, the eltr. legs being driven by belts. The loading spout has a pitch of 85 degrees and with its distributing spouts can load the largest car to the roof without shoveling. The house was erected by Fred Friedline for the old firm of Hanna & Leonard.

## Books Received

**WINTER WHEAT.**—The Nebraska Agricultural Experiment Station has just issued Bulletin No. 89, which gives variety tests of winter wheat, the cause and treatment of many wheat troubles, the effect of good and poor seed and poor tillage. The bulletin is sent free to residents of Nebraska upon request addressed to the Agricultural Experiment Station, Lincoln, Nebr.

**GOOD ROADS PROBLEM IN IOWA.**—In a handsomely illustrated pamphlet of 24 pages the Iowa State Highway Commission calls attention to the requisites for road improvement in the state and shows that most of the \$4,456,033 of road taxes paid in Iowa in 1904 was wasted owing to lack of system and lack of trained road builders to do the work. The Commission states that a certain proportion of the road funds of each county and township should be set aside each year for the construction of permanent roads.

**OPPORTUNITIES** is the title of a 115-page booklet issued by the Frisco System giving a complete list of business openings for the manufacturer, merchant and investor along the extensive lines of the St. Louis & San Francisco R. R. Scores of opportunities to engage in the grain trade with desirable locations for elevators are named. Readers of the Grain Dealers Journal who wish to engage in the grain business in the southwest, Illinois or Indiana, will be sent a copy of the booklet without charge on application to M. Schuler, Industrial Commissioner, 709 Frisco bldg., St. Louis, Mo.



Elevator Built for Hanna & Leonard at Galveston, Tex.



## Crop Reports

CANADA, Winnipeg, Man., Aug. 24 [Special].—About one-fifth of the wheat has been cut. The crop has ripened faster than the farmers can harvest it. Sample good. Campbell, McLean & Co.

CANADA, Winnipeg: Look for a good average yield of grain all over west this season, but do not prophesy too heavy yield until after threshing is completed. Think average will be 21 bus. to acre.—J. Obed Smith, commissioner of immigration.—Winnipeg: Spring wheat harvesting began the week ending Aug. 12 at Portage la Prairie, Prince Albert, Rosethorn, Oxbow, Elnor and Dauphin. These points are far apart and show that harvesting this season is as early in the territories as in Manitoba. The average is usually a week to 10 days later. Harvesting will not be general however until the week ending Aug. 26. If weather continues favorable fully half the wheat will be harvested this month. Some barley was cut during the first week of Aug., but it will be near the end of the month before the later barley will be ready to harvest.—Campbell, McLean & Co.

DELAWARE, Wilmington: Have just harvested a good crop of wheat in Delaware, and have a good crop of corn in prospect.—The Lea Milling Co.

ILLINOIS, Sheldon: Oat crop is good; both quality and quantity. Corn crop promises one of the largest we have had in years.—N. L. Laver.—Ladd: Oats about  $\frac{1}{2}$  threshed; quality good; yielding from 30 to 50 bus. Corn in first class condition, with sufficient rain to insure heavy yield.—Wm. Hatten, agt. United Grain Co.

INDIANA, Fort Wayne: Wheat harvested in this county 18 to 20 bus. per acre. Oats about 40 bus. per acre. Corn is growing finely; will make good crop. Acreage of wheat for the coming year will be same as last year.—C. Tresselt & Sons.—Cory: Wheat good crop and best quality we have had in years.—W. H. Moyer.—Kokomo: Oats yielded abundantly and we are looking forward to a very fine corn crop.—C. M. Barlow.—Ladoga: Have a good crop of oats about threshed; yielding 40 to 50 bus. per acre. Corn is looking fine; have plenty of rain to mature the crop.—Ashby & Ashby.—Letts: Wheat not all threshed yet and the rain is damaging it badly.—Geo. W. Moor.

KANSAS, McPherson: Acreage of wheat in this county is 172,000 acres, average yield 12 bus. per acre. Oat acreage 60,000, average yield 30 bus. per acre. Corn 60,000 acres, prospect about 25 bus. per acre. Green wheat farmers are well fixed and will not sell their wheat at 67 cents. About all corn and oats raised in this county are fed.—H. Parker Grain Co.—Milan: Wheat making 8 to 15 bus. per acre; very little over 10 bus. and great deal 5 bus. Oats yield from 15 to 25 bus. Corn will go from 20 to 40 bus. per acre. Acreage of corn is larger than last year.—Mayfield: Wheat is very good quality, being nearly all No. 2, although some is badly damaged by wild flax; crop is light, the average yield being 10 bus. per acre; eltra, have shipped 20 cars so far this season, compared with 150 at the same time last year; farmers are holding rest for higher prices. Nearly all plowing done and everything looks favorable for a crop next year; several farmers are farming according to Campbell system, and it remains to be seen whether or not it will be a success in this country. Corn is simply immense; talk is from 40 to 75 bus. per acre. Oats scarce and what was raised is very poor quality.—Frank W. Miller.—Manhattan: Corn acreage larger than last year, and crop is expected to be largest on record. Wheat acreage about same as last year, with better quality and yield; average about 22 bus. per acre. Oats about same as last year; quality better. Hay crop fine. Crop situation, as a whole, is the best we have ever experienced.—Geo. T. Fielding & Sons.—Topeka: Figures on winter wheat

show a yield of 75,576,867 bus. harvested from the 5,854,047 acres reported by the assessors as sown, says F. D. Coburn, secy. Department of Agri., in his report issued Aug. 21. Quality is excellent. This is the state's third largest wheat crop, the crops of 1900 and 1901 only exceeding it. The corn area is 6,775,979 acres, or about 281,000 acres more than last year. Condition is 89, compared with 86 on June 9. Where low conditions prevail it is attributed mostly to lack of rain at the time when most needed.

MICHIGAN, Capac: Think the amount of grain in this vicinity will exceed that of last year. Wheat acreage increase over last year 50 per cent; yield 100 per cent; quality good. Rye acreage increase 50 per cent; yield increase 25 per cent; quality fair. Oats increased acreage 25 per cent; yield increase 25 per cent; quality fair. Barley about equal last season.—H. P. Stoughton.

MINNESOTA, Stewart: Shock threshing commenced; yield about 16 bus. per acre. Oats 50 bus.; barley 30 bus.; rye 22 bus.; flax 14 bus. With about 2 weeks of warm weather we will have a bumper crop of corn.—T. C. Mahoney.—Minneapolis: The northwest spring wheat crop is estimated as follows by H. V. Jones: Minnesota 67,000,000 bus., North Dakota 66,000,000 bus. and South Dakota 33,000,000 bus. Macaroni wheat crop is estimated at 8,000,000 bus. The total amount of wheat in the United States is estimated at 370,000,000 bus. of winter wheat, 242,000,000 bus. of macaroni wheat, and 12,000,000 bus. of spring wheat, making a total of 624,000,000 bus.—Minneapolis: Minnesota, the Dakotas and Manitoba recently had 5 days of bad weather, during which time it has been impossible to work in the fields, but work has been commenced again. The wheat harvest is about completed as far north as Minneapolis, and is general thruout North Dakota. Considerable wheat has been threshed and yield is better than was anticipated. Average yield thruout the 3 states will be about 13 bus.; quality will be about average and much better than last year. Oat yield seems to be very large in the 3 states with the quality only fair, due to weather stain. Barley crop is average; probably not more than last year; quality very uneven. Will be some good barley, but much will be of feed grade.—Van Dusen-Harrington Co.—Renville: Grain was nearly all in the shock the week ending Aug. 12 and threshing started right away.—I. C. Reynolds.

MISSOURI, Concordia: Winter wheat yield is about 18 bus. per acre. Corn never looked better until a wind and rain storm on Aug. 16, which damaged it 20 to 30 per cent, otherwise would have yielded from 80 to 100 bus. per acre on the low land and 40 to 80 bus. on the uplands. The acreage is 40 per cent larger than usual. Hay crop is very short, clover especially. Winter wheat acreage is short about 20 per cent of last year and crop tests about 56 pounds. Oats are good; making from 40 to 60 bus., but ours is not an oat country.—F. H. Kueck & Bro.—Drexel: Prospect for corn is best we have seen in 12 years.—M. Reed & Son.

NEBRASKA, Shelby: Average yield of wheat 24 bus. Oats yield 35 bus. Corn doing fine; prospects for a bumper crop. Wheat acreage about same as last year. Ground in good shape for plowing and 20 per cent more wheat will be sown than last year.—A. C. Dunning, agt. Westbrook-Gibbons Grain Co.—Mt. Clare: Have a fine wheat crop in this section of state, most of which is in stack. Corn is exceptionally fine and if frost stays late will be the finest since 1896. Rain has been plentiful all summer. Fall plowing in full swing. Hay crop good.—J. C. Glasgow.

NORTH DAKOTA, Montreller: Prospects for an enormous crop of wheat has been greatly lessened by black rust, extreme heat and, lately, by heavy rains; just what extent only the thrasher can determine. Wheat stand fully  $\frac{1}{2}$  smut. All grains now ripe in a bunch and prospect of loss by shelling.—F. A. Carley, agt.

OHIO, Quincy: Heavy rains have damaged oats.—J. F. Wells & Co.—New Carlisle: Weather fine for corn that was not injured by the heavy rains and hail which did much damage to considerable corn. Miami county suffers much loss financially. Oats that were not threshed

or housed will be badly colored. Wheat fair crop but quality irregular.—J. F. Plice.—Elmwood: Very little wheat sown here; the return was fair quality; I got only 2 cars, one graded 2 red; the other is still here and will not grade No. 2. Farmers are not willing to sell at present prices. Some wheat and oats to thresh yet. The last storm damaged all grain in shock badly. I got some good oats before the storm; good color and weight.—F. S. Hanley.—Rawson: Corn will be good thru this section. About 2-3 crop of oats; badly bleached. Farmers holding their wheat for higher prices.—C. B. Crist.—Bluffton: The prospect for corn in this section is good; better than last year.—Stearns & Greding.—Kings Creek: All shock oats and wheat standing in fields badly damaged by rain; not fit to go on market until dried and cannot say what it will be worth when in condition to ship.—Alden Beatley.—Dresden: Wheat is good grade and making from 20 to 32 bus. per acre. Oats about 50 bus. Corn never looked finer and will make from 60 to 80 bus. per acre. Hay very poor grade; not better than No. 3 to 4, but very fair crop.—C. A. Long.

OKLAHOMA, Pawnee: Wheat acreage about same as last year; average yield about 14 bus.; average test 53 pounds. Corn crop will be the largest we have ever had; 40 to 75 bus. per acre.—Pawnee: Milling prospects fine. Threshing is about over. Owing to very small acreage and light yield wheat receipts are small; most of it is being held by farmers for seed. A large acreage will be sown as we are having plenty of rain and the ground is in fine condition. Oats were a fine crop and the yield was excellent, but owing to the low prices the bulk of the crop is in the farmers' hands yet. Corn crop is immense. This part of Oklahoma will have the largest crop it ever produced as the acreage is very large and the yield will be heavy. Barley, rye, speltz and millet are a good crop but the acreage is very limited. Kaffir corn and milo maize will make heavy yield, with a very large acreage.—D. E. McBride, mgr. Chickasha Milling Co.

SOUTH DAKOTA, Miller: Crops extra good. Most all grain cut; wheat will average 16 bus.; some will go 20 bus., but there is a great deal stubbled in that will go as low as 10 bus. Oats, barley and speltz are extra good and I never saw such flax; it is so fine that it is impossible for me to make a guess on the average. Corn never looked so good. Some of the wheat has considerable smut in it, but this wheat will be but a small percentage of the whole. If we do not have too much rain the quality will be good. Threshing has commenced.—Chas. Miller.—Arlington: Wheat has been hurt more or less by the black rust; more so than was expected; some fields are as bad as they were last year. Barley is a good crop but the berry is very badly discolored. Oats and flax are fine. Corn is coming on in good shape.—W. T. Parmelee, agt. G. W. VanDusen & Co.—Heland: Grain is all good quality except barley, which will be colored. No threshing was done by Aug. 17.—J. N. Bunday, agt. Bingham Bros.

TEXAS, Dallas: Reports on the corn crop of the southwest are of the most encouraging nature and indications point to a large crop for Texas and the southwest.—J. S. W.

WISCONSIN, Baraboo: Prospects for the largest crop of corn in this section in years. All kinds of grain will be in abundance.—H. M. Johnston, of H. M. Johnston Lumber Co.—Madison: Practically all the small grain in the southern part of the state has been harvested, says John M. Tru, secy. Wisconsin Board of Agri. in his report of Aug. 15. In central and northern portions probably 20 per cent of oats is yet to be harvested because of continuous rains. A large part of oats now in shock will be threshed without stacking. Some threshing has been done, and yield and quality are generally satisfactory. Corn crop has been brot forward remarkably by the hot weather of past month and a full crop is promised. Condition of corn 97. Potato crop is not equal to last year, conditions have not been favorable for the crop; stand is thin and growth unsatisfactory. Many locations report blight, which is liable to be followed by rot.

### Northwest Dealers Meet.

The annual meeting of the Northwest Grain Dealers Ass'n was called to order in the Board Room of the Grain Exchange, Winnipeg, Friday, Aug. 18, at 2:50 p. m., by Pres. John Love, who expressed regret that so few were in attendance, but accepted the non-attendance of members as an expression of confidence in the officers.

Secy. Frank Fowler read the minutes of the last meeting, also a report of the meeting of the provisional directors of the Ass'n as an incorporation, which were approved.

Secy. Fowler read a statement of the Ass'n's assets and liabilities, which having been approved by the Auditing Comite, were also approved by the meeting.

Secy. Fowler said the assessments, which were \$10 per eltr. at the start, had been reduced to \$7.50 and last year to \$6. We have 92 members, paying on 810 eltrs. Our assets are \$12,150, a gain of \$1,268.79 over last year. We hope eventually to make the Ass'n self supporting.

Our net profits on sale of gasoline and machinery was \$927.17.

Our assessments netted us \$341.62 over the expenses of running the office.

Previous to our establishing a gasoline distributing plant we had been paying 23.80 cts. for the season's supply of gasoline and the wholesale price of gasoline in the East was less than it has been since, yet the Ass'n has supplied gasoline at 19 cts. a gallon f. o. b. Winnipeg, and I think we have given better service. The Ass'n distributed 178,584 gals. of gasoline up to June 30, 1905, and 2,880 gallons of engine oil. We have 1,566 gasoline drums owned by the different eltr. companies, in service.

Our barrel house was found inadequate, and we are adding 40 feet, which will make it 112 x 55 feet.

We have a capable man in charge of the plant, and he repaints, with the best graphite paint, any barrels which need it. We have also established a barrel repairing plant and repairing for members will be done at cost.

I am convinced the Ass'n made a good move in supplying gasoline to members.

We have on hand a full stock of battery renewals suitable for any battery.

The success of our gasoline distributing plant induced the directors to take an agency for the Otto Gasoline Engine and the Invincible Grain Cleaner, with a view both of having repairs and supplying those who desired this engine or cleaner. The introduction of these engines has been instrumental in reducing the price of other makes. Up to the present time we have sold one carload of engines and one carload of cleaners. We had to build a warehouse in which to store these machines, but got along without extra help.

Pres. Love: I think the highest credit shud be given our secy. for the success of the Ass'n's gasoline arrangement. For the first time since we have been in business we have experienced no trouble in getting gasoline whenever we wanted it. I feel that with the old wood barrels we had to put with before, the evaporation must have been at least 20 per cent. The condition in which the Ass'n keeps our drums is indeed gratifying. It has also saved us 4 to 5 cts. per gal. on our gasoline.

I have talked with the railroad officials,

and they fear a scarcity of cars before the season of navigation closes. If we fill up our houses early in the season we may have to hold it. I think it wud be better for all that we buy as little as possible, except in carload lots, until the season is well opened.

The system adopted last year of having prices sent to all gave less trouble and proved more satisfactory than ever.

Our annual excursion to inspect the wheat fields, inaugurated last year, on which we were accompanied by a number of bankers and grain men from Minneapolis and Chicago, proved a profitable move. Learning crop conditions with our own eyes is far more satisfactory than reading it or hearing what our friends may say.

The rental for elevator sites demanded by the railroads has been increased from \$1 to \$5, then to \$10, and now to \$15 and \$20 in some cases. We have taken this matter up with the railway managers, but without any results. They seem to think we are prosperous and can afford an increase. I have here a letter from an official of the Canadian Pacific, in which he says: "The Great Northern charges \$5 for 60 ft. or less frontage, \$10 for 60 to 100 ft. frontage, and \$20 for 100 to 200 ft. According to their schedule the rental for 150 ft. frontage wud be \$20. According to the schedule in force on our line at present \$10 is charged for the first 100 feet and 20 cts. for each additional foot frontage. You will see accordingly that a site of 150 feet frontage would cost \$14 on our line and \$20 on the Great Northern, which is the only American road where the conditions can be said to resemble those prevailing on our system."

A resolution approving the action of the directors in turning the Ass'n over to a stock co. was approved.

The by-laws "as read" were adopted.

The old directors, together with R. Muir and Charles Gage, were nominated, and Pres. Love cast the ballot for the nominees. So the new board is composed of John Love, S. P. Clark, W. H. McWilliams, Alex Reid, W. W. McMillan, Robt. Muir and J. C. Gage.

W. W. McMillan: I believe we shud

adopt the same plan for sending prices to our country buyers as we followed last year.

I believe we should open our eltrs. to the farmers. Let them ship a few cars thru our eltrs. and our men will learn how the new grain will grade; then they can go onto the street and buy more intelligently.

The meeting adjourned.

After the meeting of shareholders had adjourned the directors met and elected W. W. McMillan Pres., S. P. Clark vice-pres., and Frank O. Fowler secy-treas.

### Coopering Cars at Kansas City.

Six of the railroads at Kansas City recently gave notice to all shippers that the allowance of \$1.20 per car for supplying cars with grain doors was cut off, and that cars would be coopered at the expense of the railroads by the G. A. McNulty Agency.

The railroads pay McNulty about 65 cents per car. He is paid 15 cents for each door he saves and 17½ cents for each door he uses. The only interest he has in the work is the profit he gets out of it, with the result that the work is poorly done.

The loss by reason of leakage from a poorly coopered car so far outweighs the saving to the railroads that their vain attempt at economy is penny wise and pound foolish. A man cannot cooper more than 3 or 4 cars in a day and the men who get 17½ cents must hurry their work to make living expenses. A carpenter of fair ability is required to cooper a car, who should be paid \$2.25 per day at least. At the Dixie Elevator the Southern Grain Co. keeps 3 men all the time who do nothing but cooper cars, and when shipments are heavy the force is increased. The McNulty concern cannot do the work fast enuf. McNulty's men use old doors, worn and battered with constant use, that cannot be trusted to stand the pressure.

Grain shippers will cooper the cars rather than hazard their valuable property, and will divert shipments to competing lines when possible.



Grain Door too Short.



## Loading for Wayside Delivery.

Every grain shipper knows that his cars are always coopered to perfection by his careful helper, regardless of whether or not he is rushed to death or the cars delivered for loading are in such deplorable condition as to preclude the possibility of placing them in proper condition for the transportation of grain to central markets.

We know that you supervise the cooping of every car into which any of your grain is loaded, but then we wish to call

use doors too short for the opening. This shipper will find himself unable to make both ends meet in more ways than one, for the dollars will pour out of his pocket as fast as the 6-inch stream of oats going out thru a hole in the splicing of the grain door.

## Suggestions for Shippers.

BY J. G. GOODWIN,  
Board of Trade Weighmaster at Kansas City.

.The first thing a shipper should do is to

have a proper way to determine how much grain he loads in a car, and the only way that this can be done is to have a good scale with a good foundation, plumb and level, which is the great trouble with the majority of country scales. A good foundation is just as essential as the levers of the scale. He should see that the scale is free from bind, clean and in perfect seal; also that spouts under scale are perfectly free and do not leak.

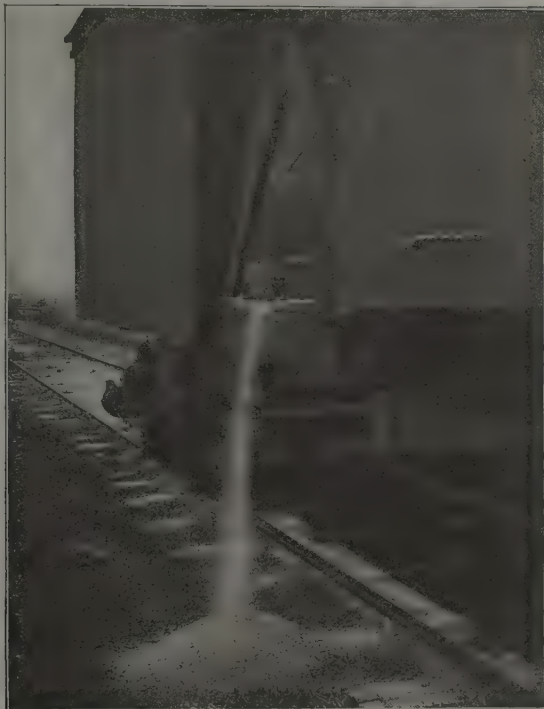
Scales should be tested any time you have the least doubt that they are not weighing correctly, and at least twice a year by a competent scale man with sufficient test weights. They are just as likely to weigh to your disadvantage as in your favor.

The next is the condition of the car. Care should be taken to see that the car is properly coopered, that the lumber used in constructing the grain door is so substantial it will not bulge and allow grain to leak while in transit.

Another thing I would like to mention in this connection is the practice of nailing a board over the space between the floor and bottom of lining, which makes a continuous lining to the floor and forms a pocket which holds all the grain that sifts through the cracks and broken places in the lining above. This should not be done, as we cannot compel elevator employees "to destroy railroad equipment," which is the stand they take when asked to tear the boards out.

The condition of the box should also be taken into consideration; loose siding, bulged ends, holes in floor, door posts and possible leaks at king bolts should not be overlooked.

Now we come to the seals. Shippers should see that cars are properly sealed and record kept of same after loading, because when cars arrive at destination showing leakage or in bad condition, seals broken, door open, etc., it greatly facilitates tracing and locating cause of same when all records at point of origin are clear. After you have taken all these precautions you feel firmly convinced that car has left your station in good condition, containing a definite amount of grain.

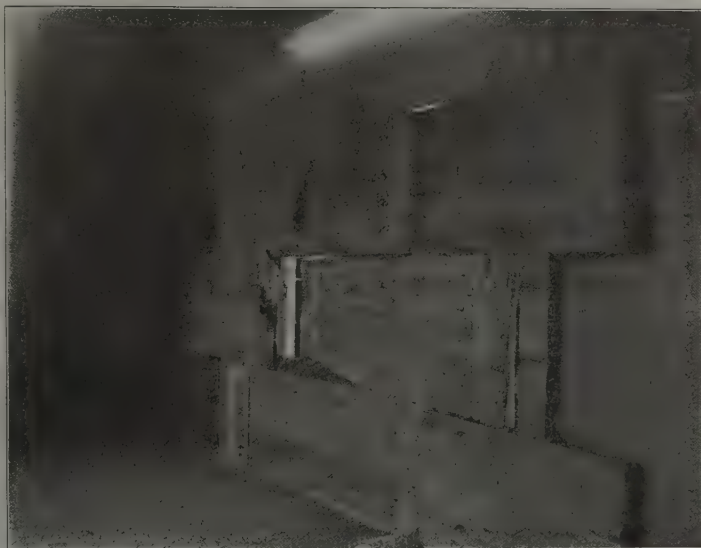


Floor Worn Out.

your attention to the rank carelessness of your nearby competitor, John Dont, who doesn't care a rap whether any of his grain gets to market or not. He proposes to load into the cars the transportation company gives him and sue them for the results, if they won't cough up at first request.

Thru the courtesy of the Chicago Board of Trade Weighmaster, H. A. Foss, we present herewith an illustration of the true reason for the shortage in John Dont's first shipment this season. The floor of the car was badly broken at the doorway and John didn't see the necessity of nailing a heavy cleat on the floor immediately back of the grain door. Consequently the grain leaked out just as he should have expected it to do.

However, he is not responsible for all the shortages, as is evidenced by the efforts of the lapsiding expert shown in our second illustration. His idea was to spread boards over each door jamb and lap them in the middle. Brilliant scheme! The eltr. helper who is burdened with so much intelligence as to cooper a car in this manner should resign and find employment with the barn builders who make a specialty of erecting country eltrs. to fall. Our third illustration shows the folly of attempting to



A Badly Spliced Door.

## New Home of the San Francisco Merchants Exchange.

All who cross San Francisco Bay, from whatever point of departure, have, on approaching the city ferry slips, noted the tall building of the Merchants Exchange, that, while located on the made land in the lower part of the city, towers above most of the tall structures built on higher ground, making it a landmark conspicuous from the deck of every vessel.

This handsome structure is the new home of the San Francisco Merchants Exchange, the most influential commercial organization on the Pacific Coast, and was dedicated with appropriate ceremonies early this year.

A Merchants Exchange and Reading Room was established in San Francisco in 1849, on Washington street, by an enterprising man named Dunbar, and through that fact his name is handed down to posterity by the name "Dunbar" Alley, which exists today in that neighborhood. Subsequently there was a Merchants Exchange established in the old building facing the postoffice, on Battery and Washington streets, where the Pilots and the British Consulate have headquarters now. In 1866 the Merchants Exchange, as it was known for over 30 years, was incorporated, and the same year the Produce Exchange was organized. Each went its own way, many merchants being members of both organizations.

The home of the Merchants Exchange, built on the site of the present building was a 3-story structure with a high clock tower, a building that at the time it was erected was considered one of the finest commercial temples in America. The Produce Exchange rented modest quarters in the produce section, and each organization continued to work out its own salvation, and for years no one dreamed the interests were in any appreciable measure identical. In 1877 the Produce Exchange was incorporated. In 1880 an attempt was made to organize a Call Board, but it was not until 1882 the scheme was accomplished. In February of that year the San Francisco Produce Exchange Call Board Ass'n became a reality. This "wheel within a wheel" combination became further involved in

1884, when the Produce Exchange purchased the controlling interest in the Merchants Exchange and its property, and removed to California street, where quarters were provided for each interest. After a few years the Produce Exchange had absorbed practically the whole of the Merchants Exchange stock, and yet the cumbersome triple alliance, three separate corporations, left those in control in a most disadvantageous position. Affairs drifted until the beginning of the present century, when G. W. McNear entered upon the duties of pres. He was enabled to enlist the interests and services of prominent capitalists and with their aid harmonize the differences of members, and eventually the exchange disincorporated and formed a new organization.

The present Merchants Exchange Ass'n, which took over the property and debts of the old concerns, gave to shareholders who turned their stock over to the new organization a paid-up certificate of membership in the new exchange, a fat check as their share of profit and started the present exchange in favorable shape.



T. C. Friedlander,  
Secy. Merchants Exchange.



Henry C. Bunker,  
Chief Grain Inspector, Merchants Exchange.

William Babcock, a capitalist and financier of great ability, whose portrait is reproduced herewith, succeeded Mr. McNear as pres. Prior to his election as pres. he had been active in bringing about the construction of the new home of the Ass'n. It was Mr. Babcock who placed the bonds of the Merchants Exchange, who was largely instrumental in securing the active co-operation of other capitalists, and in short, his energy and ability, aided by others who believe in the future of the city, state and coast, men of affairs in the directory, and an able staff of officers in the company—has the proud satisfaction of seeing a great and arduous task crowned with success, the building dedicated and, practically, the whole occupied.

The building is 200 ft. high, the three lower stories being of dressed granite, and those above of pressed brick and terra cotta. The floor is of cinder concrete, covered with wood. The partitions are of metal lath and hard wall plaster, and the corridors throughout have California marble floors and wainscoting. The offices are finished in oak. The interior of the building is lighted by

a glazed brick court 43 x 53 feet, running from the second story to the top. Six rapid elevators, three on each side of the main corridor, and near the street entrance, give access to all floors. The investment, including the real estate, represents an outlay of \$1,850,000.

The Exchange Hall, which is the home of the members of the Merchants Exchange, occupies the rear half of the first story, and is a very handsome assembly room, with California marble and wood floors, and high marble wainscoting. It is beautifully lighted by a skylight directly over it, running the full length, and one-half the width of the hall. Large windows also add light and beauty to the place.

At the recent annual election Mr. Babcock was succeeded as pres. by J. A. Hooper. T. C. Friedlander, for many years secy., was continued in office. G. P. McNear elected vice-pres., and F. B. Anderson treas. Henry C. Bunker, the veteran chief grain inspector, continues at the head of the grain department.

The macaroni wheat acreage in the northwest is the greatest on record.

A grain elevator of 30,000 bus. capacity has been built by the Tobacco Plantation Co., of Mexico. The plant is equipped with drying apparatus and cleaning machinery.

Judge Grosscup's plan for solving the transportation problem is actively advocated by *Freight*, which is mailing to shippers 150,000 copies of a pamphlet explaining the Grosscup plan.

The issuance of the government crop figures during trading hours will have the effect of bringing business to a standstill shortly before the report is expected. Once the figures are announced there will be a brisk demand for lightning calculators to translate the percentages into bushels.

It is rumored that the American Cereal Co., of Chicago, has leased the oatmeal mills at Lockport, Morris and Rochelle, Ill., of Norton & Co., Morris Oatmeal Co. and A. Forrest & Co., eliminating all competition in rolled oats. The American Cereal Co. denies the report. Negotiations have been pending, but nothing definite has been accomplished.



Wm. Babcock,  
Former Pres. Merchants Exchange.



## Exports of Breadstuffs.

July, the first month of the new crop year, shows gratifying increases in the exports of all grains compared with a year ago. Coarse grains began to show increase several months ago, but it is only in the past month that wheat began to mend. Judging from reports of present engagements of wheat and oats for

export the August figures of the Bureau of Statistics will be yet more flattering.

During the 7 months prior to Aug. 1 we exported 770,000 bus. wheat, 72,242,000 bus. corn, 5,265,000 bus. oats, 56 bus. rye, 4,879,000 bus. barley, and 4,540,000 bbls. wheat flour; compared with 9,323,000 bus. wheat, 28,051,000 bus. corn, 635,000 bus. oats, 93,000 bus. rye, 2,598,000 bus. barley, and 7,471,000 bbls. wheat flour, during the corresponding months of 1904.

## Imports and Exports of Hay.

Hay imports for the 12 months prior to July 1 were 46,214 tons; compared with 114,388 tons for the preceding crop year.

Hay exports during the 12 months were 66,561 tons; compared with 60,730 tons for the preceding crop year, as reported by O. P. Austin, chief of the bureau of statistics.



The New Merchants Exchange Building at San Francisco, Cal.

## Seeds

The Des Moines Seed Co., of Des Moines, Ia., has been reincorporated.

The first new timothy seed of the season was received at Chicago Aug. 11.

The Ohio Valley Seed Co., of Evansville, Ind., has removed to a larger building.

Concordia, Mo., Aug. 16.—Clover seed will not be more than the home trade will want.—F. H. Kueck & Bros.

C. D. Burchard has installed new cleaning and elevating machinery in his seed warehouse at Plainview, Minn.

Clover shows up well over the entire state, reports Hubert Vreeland, Commissioner of Agriculture of Kentucky.

Fred Meyer, manager of the Minnesota Seed Co., New Ulm, Minn., was married recently at Monticello, Minn. Mr. and Mrs. Meyer are making a European trip.

The W. W. Barnard Co. has been incorporated at Chicago, Ill., with \$100,000 capital stock. The company will succeed the old firm of W. W. Barnard & Co. and the Goodwin-Harries Co.

Indianapolis, Ind., Aug. 16.—Clover seed prospects fine for the little red, and only fair for mammoth, the latter yielding 1½ to 2 bus. per acre.—The Wm. S. Gilbreath Seed Co.

The Cleveland Seed Co., a corporation of New York, has been incorporated to deal in seeds in Ontario, Canada. The capital stock is \$40,000, and Oral L. Daily, of Picton, is the Canadian representative.

Canary seed is not only in demand as food for birds, but a fine flour is made from it for dressing cotton in weaving and for finishing off silken stuffs. In the Canary Islands the flour is used for making bread.

Seed exports during the 12 months prior to July 1 were 10,657,965 pounds of clover seed, 1,338 bus. of flaxseed, 16,141,269 pounds of timothy seed and other grass seeds valued at \$303,989; compared with 6,440,618 pounds of clover seed, 758,379 bus. of flaxseed, 12,672,676 pounds of timothy seed and other grass seeds valued at \$299,649 for the preceding 12 months, as reported by O. P. Austin, chief of the bureau of statistics.

The Brown Bag Filling Co., of Boston, Mass., has been granted an order of court requiring James L. Drohan of Dunkirk, N. Y., to recompense the company for the infringement of two patents on automatic machines for filling bags with seeds.

At a meeting at Washington, D. C., Aug. 18, of representatives of the American Seed Trade Ass'n, the American Ass'n of Nursery Men, and the Society of American Florists, an organization was formed with C. N. Page of Des Moines, Ia., as secy., to co-operate in the securing of legislation favorable to one or more members of the allied ass'ns, the defeat of legislation unfavorable to either ass'n, the securing of favorable rulings by collectors of customs regarding imports of seeds, plants, bulbs, trees, and horticultural merchandise and supplies, a discontinuance of governmental free seed distribution. The allied ass'n also proposes to deal with the question "of graft of commissions paid to the agents of buyers."

### Crimson Clover Seed.

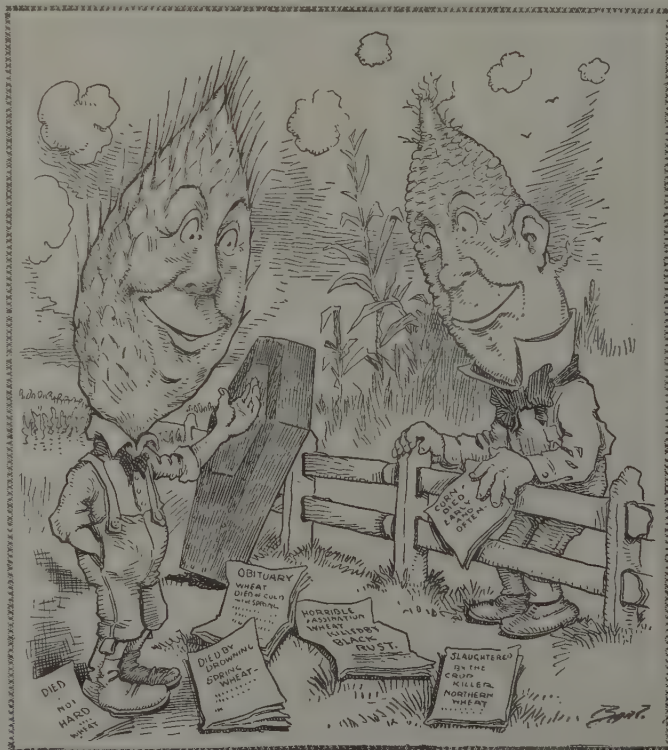
The peculiar value of crimson clover is due to its being a winter annual, sown from the middle of July until late in the autumn. It is especially adapted for sowing in corn and similar crops at the time of the last cultivation, furnishing a cover crop during the winter and preventing washing on light lands. In common with the other clovers, it is valuable as a soil improver. The hay is of good quality, if cut just as it comes into flower. If allowed to stand until nearly ripe before cutting, it is of little value, and especially dangerous to feed to horses. As the seed ripens, the barbed hairs in the seed head become stiff and hard, and numerous cases are known where horses fed on ripe crimson clover have died from the hairs forming large balls in their stomachs, says Edgar Brown, chief of the seed laboratory, Dept. of Agri.

The seed of crimson clover is larger than that of red or mammoth clover and is almost perfectly oval in shape. The fresh seed is of a bright, slightly reddish or greenish yellow color and has a high polish. As the seed becomes older, the color changes to a reddish brown, and eventually the polish is lost and the seed has a dull, dark, reddish brown color. Dark seed should never be bought, as it is too old to grow.

In general, the seed of crimson clover is less liable to contain weed seeds than is the other clovers. Being planted in late summer or fall, it tends to choke out what weeds may come out with the young plants, and it is harvested in the early summer before many weeds have

matured their seeds. Seeds of a few kinds of weeds are, however, frequently found, the most common being yellow trefoil, sorrel, mustard and a wild geranium or crane's bill.

While crimson clover seed is comparatively pure, it often does not germinate well. The seed deteriorates rapidly with age, and consequently fresh seed only should be used. A large number of samples received from seedsmen throughout the Southeastern States have recently been examined. The quality seems to be much superior to what it was four or five years ago, but there is still considerable old, dark colored, worthless seed offered on the market. As long as seedsmen disclaim any form of guarantee with seeds they sell it is necessary for the purchaser to be able to estimate the quality of what is offered. The percentage of seed that will grow can easily be determined by means of a tester. Mix the seed thoroughly and count out 100 or 200 seeds just as they come, making no selection. Put them between a fold of cotton flannel or some similar cloth, taking care not to let the seeds touch one another. Lay the cloth on a plate, moisten it well, but do not saturate it, cover with another plate, and keep at a temperature of about 70 degrees Fahr. On the second and third days take out and count the sprouted seeds. Good seed should germinate 90 per cent or more in three days. The importance of the germination test of crimson clover seed cannot be too strongly urged. Many of the failures are due to the use of old seed, which is sold at a low price. This is dull brown in color, only a small part of it grows, and what does grow gives weak plants.



Wheat—Well, You See, as Mark Twain says—The Report of My Death Was Exaggerated. Corn—Here Too.—Minneapolis Journal.



## Decision on F. O. B. Terms.

The Supreme Court of Kansas in reversing the judgment of the district court of Sumner County recently made an interpretation of an f. o. b. contract of sale.

Kramer Bros., of Wellington, Kan., wrote Hunter Bros., of St. Louis, Mo.: "By exchange of telegrams we confirm sale to you of 1,600 sacks of bran, May shipment, 73c, f. o. b. St. Louis." Hunter Bros. accepted.

Four cars were loaded and shipped, two were lost in the flood, only two arriving at St. Louis. Bran advanced in price, and Hunter Bros. brought suit against Kramer Bros. to recover \$900 damages for failure to deliver the remaining two cars; but the district court decided in favor of Kramer Bros., altho payment had been made for the whole four cars, because Kramer Bros. had sacked and shipped all of the bran strictly according to Hunter Bros.' instructions.

Chief Justice Johnston took the view that the question in dispute is who was the owner of the bran while it was in transit. Justice Johnston said: If the plaintiff acquired the bran, and was the owner from the time the shipment was made at Wellington, it must bear the loss; but, on the other hand, if the bran was to be delivered at East St. Louis, and title was not to pass until delivery there, the loss must be borne by the defendants, and the plaintiff was entitled to recover.

In the absence of a stipulation or of restrictions respecting the transfer of title, a sale of the property designed for shipment, and the delivery of the same to a carrier, consigned to the purchaser, will ordinarily constitute a delivery to the purchaser, and operate to transfer the title to him. If, under the contract, the seller is to deliver the things sold at a designated place, and receive payment on the delivery, the general rule is that the title will not pass until delivery is there made. In this transaction the correspondence indicates with reasonable clearness that the defendants were to put the bran in sacks and lay it down in East St. Louis for a specified price.

In the letter written by defendants confirming the sale, after specifying the quantity sold, the time of shipment and the price, there followed the expression "f. o. b. St. Louis." Some complaint is made that the plaintiff was not permitted to show the meaning of the characters "f. o. b." Some of the courts have accepted proof as to the meaning of the letters when used by parties in a business contract, while others have deemed them to be in such general use in contracts of sale, and so well understood, that their meaning is a matter of common knowledge, and of which the courts must take notice. We are inclined to the view that in contracts of this character judicial knowledge may be taken of these characters, and that parol evidence is ordinarily not needed in their interpretation. If outside proof, however, was necessary, it appears that the courts in one instance overruled an objection to this class of testimony, and allowed the interpretation given by the witness to stand. That interpretation conforms to the one which is generally understood in the business world, and that is "free on board," and as used in this contract would signify free on board the cars at St. Louis.

If the contract, by its terms, had not expressly provided for a delivery of the

bran by defendants at St. Louis, the fact that the defendants were to pay the freight and furnish the bran at St. Louis for a specified price, without cost to the plaintiff, would be some evidence tending to prove an agreement to deliver the bran at St. Louis, and that the sale was not complete until the delivery was made. In such case the railroad company would be deemed to be the agent of the defendants and not of the plaintiff. Suit v. Woodhall, 113 Mass. 391, involved a contract for the sale of liquors, and there was testimony that the plaintiff, who was the seller, was to pay the freight to the place of destination, and the trial court refused an instruction to the jury that, if they found the plaintiff was to pay the freight and deliver the property to defendants at their place of business, the sales were made there. The refusal to so instruct was held to be error, and the court remarked that: "Delivery to the carrier was a delivery to the defendants, if there was no agreement to the contrary. \* \* \* But if the parties agreed that the goods were to be delivered in Lawrence, it would not be a completed sale until the delivery, and the laws of this state would apply to it." In another case the same court held that one who makes and sells an article to another, agreeing to deliver it at the place of business of the buyer, is liable for any injury or loss occurring in the transportation of it, although at the time of making the contract for the making of the article nothing was said about delivery. Taylor v. Cole, 111 Mass. 363.

In *Brewing Association v. Nipp*, 6 Kan. App. 736, 50 Pac. 956, it was held that "ordinarily a delivery of merchandise to the carrier is a delivery to the purchaser, but when the seller pays the freight the carrier is his agent, and the delivery is made at the place of its destination." In this case the defendants were to pay the freight to St. Louis, where the bran was to be delivered at a fixed price, without charge, cost or expense to the plaintiff. The rule, as stated in 24 A. & E. Ency. of L. (2d Ed.) 1050, is as follows: "If, by the terms of the contract, the seller is required to send, or forward, or deliver the goods to the buyer, the title and risk remain in the seller until the transportation is at an end or the goods are delivered in accordance with the contract, after which time the title is vested in the buyer."

Taking the correspondence and the circumstances developed by the testimony it is manifest that defendants had not carried out their part of the contract of sale until delivery was made in East St. Louis, and that the title to the bran did not pass until it reached that place.—80 Pac. 963.

The foregoing decision of the Supreme Court of Kansas establishes the curious principle that the buyer may hold the bill of lading and have paid for the goods, yet not be the owner of them, contrary to the rule of law that the bill of lading represents the ownership of the property.

The clover seed harvest is not showing up so well as was expected two months ago.

The Liverpool clearing house recorded transactions aggregating 6,025,000 cents of graded red wheat during July. Since Jan. 1 the clearings have been 35,645,000 cents of wheat.

## The Reciprocity Convention.

Delegates from industrial, commercial and manufacturing ass'ns filled the Illinois Theater at Chicago, Ill., to overflowing, Aug. 16 and 17, to voice their demands for reciprocity with foreign nations in removing the restrictions upon trade imposed by protective tariffs.

Governor A. B. Cummins, of Iowa, was one of the most vigorous speakers, denouncing congressmen who want to let well enuf alone.

A. B. Farquhar said: That the new German tariff is a measure of retaliation, a sort of war measure, called out by our Dingley law, is widely believed. It strikes the American farmer first and hardest. His wheat, now subject to a maximum of 32 cents, must hereafter pay 48 cents a bushel; flour must in like manner go up from \$2.22 to \$3.88 a barrel; corn from 12 cents to 32 cents a bushel; live hogs from \$1.43 to \$4.28 a head; salted meats from \$2.16 to \$4.87 per 100 pounds. Our agricultural friends may well feel alarmed.

Every speaker before the conference declared reciprocal treaties would best meet the present conditions growing out of the threatened tariff laws in Germany and England, and the minority in the Senate that has prevented the ratification of such treaties was bitterly denounced when it was admitted the more clumsy dual tariff law would have to be resorted to as an expedient.

The delegates adopted a platform in the following resolutions:

Whereas, The agriculture, manufactures and other industries of this country have expanded to such an extent that they can no longer depend upon the home market for the consumption of their entire product, and,

Whereas, The present commercial attitude of the United States, largely owing to our failure to carry into effect the reciprocal trade provisions of section 4 of the Dingley law, is antagonizing foreign nations, whose good will we desire and on whom we have hitherto depended as purchasers of our surplus products; therefore be it

Resolved, 1. That this convention, recognizing the principle of protection as the established policy of our country, advocates reciprocal concessions by means of a dual or maximum and minimum tariff as the most adequate and practical method of relieving the strained situation with which we are now confronted.

2. That the question of the schedules and items to be considered in reciprocal concessions preferably be suggested by a permanent tariff commission, to be created by Congress and appointed by the President, which shall consist of economic, industrial, and commercial experts.

3. That it is the sense of this convention that our present tariff affords abundant opportunity for such concessions without injury to industry, trade, or the wages of labor.

4. That we urge action upon Congress at the earliest time possible.

A resolution directing the chairman to appoint a committee of 15 to organize and further prosecute the work for which the convention had assembled, was also adopted, the permanent organization to be known as the American Reciprocal Tariff League.

Among the grain trade organizations represented were the Iowa Grain Dealers Ass'n, Chicago Board of Trade, Wisconsin Grain Dealers Ass'n, the Chambers of Commerce of Baltimore, Boston and Cincinnati, Boards of Trade of New Orleans, Indianapolis, Kansas City and Ft. Worth, St. Louis Merchants Exchange, New York Produce Exchange and Memphis Merchants Exchange.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The Collins-Bowman Commission Co. has been elected a member of the Board of Trade.

Little Rock, Ark.—The new car service rules adopted by the Arkansas Railroad Commission went into effect Aug. 5. Cars must be furnished shippers within 5 days after application has been made. Shipments must be forwarded not less than 50 miles per day.

## CALIFORNIA.

San Francisco, Cal.—The Merchants Exchange has started a movement to overcome the Chinese boycott on American flour.

Perris, Cal. — The warehouse for the Colton Grain & Milling Co., which has capacity for 100,000 sacks of grain, has been completed.

San Francisco, Cal. — The following standards were adopted Aug. 17: No. 1 dark feed barley, 42½ pounds to the bushel; standard brewing barley, screened. 47 pounds; No. 1 red oats, 32 pounds.

## CANADA.

Tyvan, Sask.—The Dowd Milling Co., Ltd., is building an eltr.

Fillmore, Sask.—The Dowd Milling Co., Ltd., has just completed a 25,000-bu. eltr.

Griswold, Man.—The eltr. for the Griswold Milling Co. will have a capacity for 50,000 bus.

Medicine Hat, Alta.—The Medicine Hat Milling Co. contemplates building a 50,000-bu eltr.

Boissevain, Man.—J. M. Robb is rebuilding his flour and grist mill which burned last year.

Medicine Hat, N. W. T.—W. B. Marshall proposes to establish a linseed oil and flax straw factory.

Brantford, Ont. — The large eltr. and warehouse of the Brant Milling Co. burned Aug. 6. Loss, \$10,000.

Harrow, Ont.—The eltr. of Green Bros., of Windsor, burned Aug. 12 with considerable grain. Partially insured.

Crystal City, Man.—T. Bulloch & Son contemplate building a 50,000-bu. eltr. for storing grain for use in their mill.

Cardston, Alta.—The Alberta Pacific Eltr. Co. has let the contract for the erection of eltrs. at Cardston and Raley.

Winnipeg, Man.—The Dominion Railway Commission will meet at Fort William Sept. 7 and at Winnipeg, Sept. 11.

Winnipeg, Man.—The Western Eltr. Co. is building a 25,000-bu. eltr. at Osage, Sask. Also one of same capacity at Herward, Sask.

Nanton, Alta.—The Nanton Lumber & Grain Co. will soon build a 30,000-bu grain warehouse, instead of an eltr. as was first intended.

Wetaskiwin, Man.—The Western Milling Co., Ltd., and the Alberta Pacific Eltr. Co., Ltd., will build eltrs. this fall, making 6 eltrs. at this point.

Toronto, Ont.—David Plewes, a former member of the Toronto Board of Trade and a prominent miller of Brantford died at Brantford Aug. 13, aged 75 years.

Toronto, Ont.—Wm. Galbraith, a former pres. of the Toronto Board of Trade, died Aug. 17, aged 75 years. He was the father of Jas. and John Galbraith, grain merchants of Winnipeg.

Ft. William, Ont.—Eltr. A of the C. P. Ry. was struck by lightning Aug. 19, but not much damage was done, the small blaze which started being put out immediately by the workmen.

Ft. William, Ont.—The C. P. Ry. Co. has let the contract to the Steel Storage & Eltr. Construction Co. for the repair of 3 steel bins at its eltr., which were damaged by an explosion some time ago.

Calgary, Alta.—The Calgary Milling Co. has let the contract for the erection of a 150,000-bu. eltr. and a 1,000-barrel mill. The plant will cost \$80,000. When completed the present mill will be used to manufacture oatmeal.

Montreal, Que.—The Board of Trade has placed a doorkeeper at the entrance to the Exchange hall, and no one is admitted without showing a membership ticket. Special employees' tickets are furnished at \$10 per year.

Plum Coulee, Man. — The Winnipeg Eltr. Co. has installed a new dump in its eltr. Other improvements will also be made and the house will be repainted. The International Eltr. Co., which has succeeded the Colonial Eltr. Co., will repair its eltr.

Winnipeg, Man.—Fifty new locomotives are being sent into western Canada by the Canadian Pacific Ry. About 12,000 box cars are now standing on side tracks awaiting the harvest, and all cars arriving from the east are being held. The car supply will be ample for the early shipments.

Winnipeg, Man.—The committee of the Grain Exchange, composed of Kenneth Campbell, H. G. McHugh and Wm. Martin, on Aug. 12, announced the settlement price on defaulted July wheat contracts to be \$1.16, a big reduction from the \$1.32½ named by the clearing house. The exact quantity defaulted was 140,500 bus. The firms who defaulted are T. H. Metcalfe, R. Muir, Bruce McBean, Watson & Co., Zenith Grain Co., and Harris, Scotten Co.

Winnipeg, Man.—The Manitoba Grain Growers Ass'n has approved the proposal of the Dominion government to appoint an officer to represent the grain growers who ship their own grain. This officer will perform all the duties of the commission merchant, except selling the grain. One of the difficult tasks required of the officer will be to explain to the farmer how the wheat that the grower considered No. 2 graded No. 3 on arrival and sold for less than the local eltr. man was paying for the same quality at the farmer's home station.

Winnipeg, Man.—At the regular meeting of the Grain Exchange Aug. 28 the

following motion will be made: That, in order to discourage or defeat any attempt to corner the standard contract grades, a proviso be made whereby 3 northern wheat may be delivered on standard contracts, at a discount or penalty sufficiently large to preclude under ordinary market conditions, the delivery of 3 northern on such standard contracts. That the council be requested when fixing the contract grades to enact such a proviso, and that it is the opinion of this meeting that a discount of 12 cents a bu. would be sufficient to effect the purpose of this resolution.

Winnipeg, Man. — The excursion of grain dealers and bankers conducted by Frank O. Fowler, secy. of the Northwest Grain Dealers Ass'n, left Winnipeg at 7 a. m., Aug. 19, and covered the Canadian Pacific and Canadian Northern lines by way of the following stations: LaRiviere, Napinka, Estevan, Moosejaw, Regina, Arcola, Souris, Brandon, Kirkella, Lipton, Kirkella, Broadview, Grenfell, Indian Head, Regina, Saskatoon, Warman, Battleford, Humboldt, Kamsack, returning to Winnipeg Aug. 25. The C. P. R. furnished 5 sleeping cars, 2 dining cars and a baggage car, and Supt. of Transportation Price looked after the comfort of the party for the Canadian Pacific. No traveling was done at night. Among those taking the trip were: The Hon. R. P. Roblin, John Love, W. W. McMillan, W. H. McWilliams, A. Ried, S. P. Clark, G. R. Crowe, N. Bawlf, T. H. Hatchford, J. C. Gage, C. A. Ruttan, R. C. Osborne, A. D. Chisholm, James Hodd, S. Scott, J. F. Greenway, Crystal City; T. M. Banting, E. J. Barclay, W. L. Parrish, Donald Morrison, William Martin, Capel Tilt, Bruce McBean, Frank O. Fowler, secy. of the Northwest Grain Dealers Ass'n; J. J. McHugh, Charles A. Young, G. T. P. commissioner; J. R. C. Honeyman, deputy commissioner of agriculture for the Territories; C. S. Clark of the Grain Dealers Journal of Chicago; S. A. Bedford of the experimental farm, Brandon; A. MacKay of the experimental farm at Indian Head; Grain Inspector David Horn, G. P. Piper of Minneapolis, James Cargill of Minneapolis; John Nelson, former governor of Minnesota; Morris D. Gregg of St. Louis, Sydney C. Love of New York, R. E. Smith of Minneapolis, Morris L. Johnston of Chicago, Charles Aime of Emerson, and A. L. Johnston, pres. of the Winnipeg Board of Trade.

## CHICAGO.

The word "new" has been dropped from the grading of oats.

Edw. Hagen is now connected with Hill & Hammond. He was formerly with Geo. McReynolds & Co.

Chas. Howe has retired from the Board of Trade for the time being because of poor health and his membership has been posted for transfer.

The Chicago Hay Warehouse Co. incorporated, \$50,000 capital stock. Incorporators, Henry H. Freeman, Geo. S. Bridge and Chester P. VanWie.

Fyfe, Manson & Co. have offered their creditors 22 per cent cash and 3 per cent in notes in 6 months. Out of the 500 creditors, 100 already have accepted this offer of settlement.

Creditors of the bankrupt grain and stock brokerage firm of Knight, Donnelly & Co. have accepted 27 cents on the



dollar and some of the claims have been settled. It is understood that Mr. Donnelly will re-enter business.

The grain storage plant being erected at Kensington for the American Malting Co. by Haglin & Stahr will have a capacity of 220,000 bus. and will be completed Oct. 1. The grain tanks are of concrete, 8 in number, with 3 intermediate spaces, all 70 ft. high, and covering a space 50x100.

A raid on 9 bucket-shops was made Aug. 11 under the direction of Detective Clifton R. Wooldridge, nearly 100 inmates being taken to jail. Bets were being placed almost exclusively on stock quotations, the courts having decided that the quotations of the Board of Trade are rightly withheld from the bucket-shops by that institution.

A gang of 7 thieves was surprised Aug. 18 by the police, headed by Geo. H. Miller of the Grain Shippers' Protective Ass'n, in the act of stealing grain from a car in South Chicago, and loading it into a boat. The thieves fled at once, but were pursued in a launch and fusillade of bullets followed, but the thieves escaped. The boat with its contents was captured.

Heavy losses sustained thru extending credit to customers of its Minneapolis branch financially embarrassed the Calumet & Western Eltr. Co., and forced a transfer of trades, Aug. 15, to Crighton & Co. J. A. Pease, mgr. of the Minneapolis office, has lost \$250,000. The Bank of Montreal and the Corn Exchange Bank have joined to pay all claims of creditors, with a view to husbanding the assets, which are equal to the liabilities; and the business is being continued.

The following amendment to rule 4 has been posted for ballot by the directors of the Board of Trade: Sec. 31. When any member of this ass'n, knowing himself, or the firm of which he is a partner, or the corporation of which he is pres. or secy., to be in an insolvent condition, shall make any contract on his own account, or on account of such firm or corporation, under the rules of this ass'n, whereby pecuniary loss shall result to any other member, or to any firm or corporation entitled to transact business on this Exchange, he shall be suspended or expelled at the discretion of the board of directors; or, when any member of this ass'n, knowing himself, or the firm of which he is a partner, or the corporation of which he is pres. or secy., to be in an insolvent condition, shall accept on his own account, or on account of any such firm or corporation any money or security or securities as margins from any customer on any trade or trades made under the rules of this Board, whereby pecuniary loss shall result to the person, firm or corporation depositing such margins, such member shall be suspended or expelled at the discretion of the board of directors.

The amendment asked by the privilege traders strikes out of the rules the words "he shall be expelled from the ass'n." As posted for ballot the amendment reads: "When any member shall be guilty of improper conduct of a personal character in any of the rooms of the ass'n, or shall violate any of the rules, regulations or by-laws of the ass'n or shall be guilty of any dishonorable conduct, for which a specific penalty has not been provided, he shall be suspended by the board of directors from all the privileges of membership for such period as in their discretion

the gravity of the offense committed may warrant. When any member shall be guilty of making or reporting any false or fictitious purchase or sale, or where any member shall be guilty of an act of bad faith, or any attempt at extortion or of any dishonest conduct he shall be expelled by the board of directors. Or when a member shall, either in the exchange building or elsewhere, contract to give to himself or another the option to sell or buy any of the articles dealt in on this exchange in violation of any criminal statute of this state, he shall forfeit the right to have said contract enforced under the rules of this ass'n.

## COLORADO.

Julesburg, Colo.—The grain eltr. and adjoining buildings of C. F. Illing burned Aug. 10. Loss, \$15,000; insurance, \$5,000.

## ILLINOIS.

Deers, Ill.—F. C. Edwards has succeeded Edwards & Steele.

Peru, Ill.—The Peru Eltr. Co. will enlarge its feed grinding plant.

Peotone, Ill.—Yung & Brandt have installed a 4-ton Fairbank Scale.

Matteson, Ill.—Steger Bros. have installed an improved Hall Distributor.

Lest you forget—the next annual meeting of the state ass'n will be held in Peoria.

Arthur, Ill.—Baker & Cahill are building an eltr. The Younglove Construction Co. has the contract.

Victoria, Ill.—J. H. Dole & Co. have purchased for \$5,000 the eltr. and over 3 acres of ground from the Neola Eltr. Co.

Arcola, Ill.—D. B. Parr has succeeded Sartor & Sartor in the grain business, the latter having engaged in other business.

Melwood, Ill.—The National Eltr. Co. is installing Constant's patent conveyor 200 ft. long, using 419 ft. of the B. S. C. Chain.

West Point, Ill.—Thos. and Den Corbin, of West Point, and W. G. Zinn, of Stillwell, have purchased the eltr. of C. Cacheux.

Wellington, Ill.—J. D. Rothgeb & Co. have succeeded Funk & Siebens, who are looking for a new location. This change reduces this station to 2 buyers.

Geneseo, Ill.—The eltr. of Arnold & Rapp was damaged by fire Aug. 11. The cause was from cobs being too near the boiler. The loss of \$2,500 is fully covered by insurance.

Orleans, Ill.—Hubbs, Lewis & Beggs have let the contract to the Burrell Engineering & Construction Co. for the erection of a 20,000-bu. eltr. to replace the one burned recently.

Findlay, Ill.—The Findlay Grain & Coal Co. contemplates building an eltr. to double the capacity of its plant and provide for the increased business. New machinery will be installed in the present house.

Ogden, Ill.—The Zorn Grain Co. has leased the corn cribs and the site of the Daggett Eltr., which was burned June 30, and will build an eltr. I. M. Busby had purchased the eltr. just previous to the fire.

Raymond, Ill.—The firm of Oberle Bros. & Co. has been dissolved and the

business is being continued by Adolph Oberle, who now owns the business. L. E. Oberle has engaged in another line of business.

Sublette, Ill.—The Bieber Grain & Lumber Co. has purchased the eltr. and lumber yards of F. Oberhelman & Bros. and will continue the business. The firm is composed of Geo. and Paul Bieber. The members of the old firm will give their attention to their land interests.

Millington, Ill.—The Millington Grain & Supply Co. has been incorporated with \$15,000 capital stock. The officers are: Walter Finnie, pres., Chas. Pluess, secy. and L. Weeks, mgr. The company has purchased the eltr. of the Neola Eltr. Co. and took possession Aug. 1.

Peoria, Ill.—Twelve boys, arrested on the charge of sweeping grain from cars, were dismissed with a reprimand Aug. 8. The children did the sweeping while an older woman, Johanna Gudat, carried off the sack. This is the second lot of grain thieves recently captured by the Peoria police.

Rockford, Ill.—The grain dealers of Winnebago county held a meeting at the Chick hotel, Rockford, on the evening of Aug. 15, and decided to form an ass'n, which will hold regular monthly meetings hereafter, the next meeting to be Sept. 12. The matter of storing grain free for farmers was brot up.

Clayton, Ill.—The warehouse of Frank W. Burgess was damaged by fire Aug. 8 and 200 tons of baled hay was either burned or badly damaged. That portion of the warehouse in which grain was stored was saved with difficulty and 2,000 bus. of wheat were but slightly damaged. Loss on warehouse, \$1,000. Insurance, \$600 on house and \$2,000 on contents.

## INDIANA.

McGrawsville, Ind.—D. F. Deisch is a scooper.

Benton, Ind.—Butler & Holtzinger are scoopers.

Liberty, Ind.—The Union Grain Co. is out of business.

Adams, Ind.—C. E. Shields is out of the grain business.

Rileysburg, Ind.—E. M. Davis is mgr. for Frank S. Davis.

Tennysen, Ind.—Posey & Garrison have dissolved partnership.

Peoria, Ind.—John Stout is attempting a scoop shovel business.

Kirkpatrick, Ind.—Dunkle & Halstead have succeeded B. Taylor.

Bremen, Ind.—W. F. Schilt is a miller and is not on the railroad.

McCoysburg, Ind.—Warren E. Poole has succeeded Lee & Poole.

Tipton, Ind.—G. G. Davis resides here but his eltr. is at Goldsmith.

Rockport, Ind.—R. Stevenson & Co. are new in the grain business.

Richmond, Ind.—Wm. Hill & Co. are doing a scoop shovel business.

Allany, Ind.—M. L. Dague has a grist mill but does not ship grain.

Red Key, Ind.—The Jay Grain Co. has a 15,000-bu. eltr. at this point.

Collett, Ind.—Finch, Bickel & Sanders have succeeded Bickel & Sanders.

Caborns, Ind.—W. H. Seifert is doing a scooping business on the L. & N. Ry.

Lebanon, Ind.—Morris & Son, Morrison & Finch and H. C. Clark have sold out.

Barnard, Ind.—Jesse Britton is trying to do a scoop shovel business at this point.

Orestes, Ind.—The Urmston Grain Co., of Frankton, has succeeded Chas. F. Lambert.

Butler, Ind.—Lowe & King handle hay but are not in the grain business and have no eltr.

Hoover, Ind.—Weeks Bros. have sold out. D. C. Shirk has succeeded Shirk & Haskitt.

Duie, Ind.—C. W. Wedeking is doing a scooping business. He has no facilities whatever.

Wanatah, Ind.—Boske & Weispahn are doing a scooping business at Wanatah and vicinity.

Bingen, Ind.—Sam Houk & Son and John Houk are attempting to do a scooping business.

Burrows, Ind.—Kerlin, Son & Lane have succeeded Lane & Sagers at Burrows and Woodville.

Gessie, Ind.—The Farmers Eltr. Co. is doing a scoop shovel business and should not receive bids.

Kewanna, Ind.—A. D. Toner, who burned out recently, is handling oats with a portable dump.

LaPorte, Ind.—Lorig & Weber and the J. Street Milling Co. are attempting to do a scooping business.

Seymour, Ind.—G. H. Anderson & Co. and J. C. Hill are attempting to do a scoop shovel business.

Walkerton, Ind.—Moyer & Johanna, of Union Center, are attempting to do a scoop shovel business.

Monon, Ind.—Jacob Myers is out of business at Monon. Robert F. Scott is the only dealer at present.

Mt. Comfort, Ind.—W. E. Whitaker has no equipment for handling grain and is doing a scooping business.

Hazleton, Ind.—Bartlett, Kuhn & Co have a 2,500-bu. crib but no eltr. and buy only during the busy season.

La Grange, Ind.—Wm. C. Hawk opened the Smith Eltr. Aug. 7, which was recently purchased by Leon Rose.

Roachdale, Ind.—John Wilson, who has a small eltr. at Barnard, has no facilities at Roachdale for handling grain.

Franklin, Ind.—L. B. Clore is a farmer and deals only in seed corn. He has no facilities for doing a grain business.

Waterloo, Ind.—J. C. Boyer & Co. have discontinued their grain business. D. L. Leas is the only dealer at this point.

Blountsville, Ind.—Millikan Bros. bot and shipped 25,000 bus. of oats and 4,000 bus. of new wheat in 3 days recently.

Muncie, Ind.—Miller & Streater are scooping in this locality. They have no facilities and are not in line on price.

Portland, Ind.—Grimes Bros. are not regular dealers but buy grain. They have no eltr. or facilities for handling grain.

Dunkirk, Ind.—Racer & Bantz, farmers, have been doing a scoop shovel business here and at Milgrove for the past year.

Edinburg, Ind.—Martin Cutsinger has succeeded Cutsinger & Webb. The Blue River Milling Co. is inactive at present.

Petersburg, Ind.—S. J. Haws & Co. are in the grain business and operate a 10,000-bu. eltr. R. E. Gladish is a scooper.

Vincennes, Ind.—W. R. Crackel is out of the grain business. Samuel Thompson, who discontinued the management of the

eltr. for Bartlett, Kuhn & Co. last spring, will take it again for the new corn crop. Emison & Nicholson are scoopers.

Corydon, Ind.—E. L. Pittman and Chas. Martin are millers and are doing a scooping business to annoy the regular dealer at this point.

Shelbyville, Ind.—Nading Bros. are engaged in the grain business at this point. Spurlin & Gatewood are doing a scooping business.

Oaktown, Ind.—R. L. Bond is new in the grain business and is operating a 10,000-bu. eltr. J. L. Snapp is doing a scoop shovel business.

Burnetts Creek, Ind.—The Loughry Bros. Milling & Grain Co. has succeeded the Burnettsville Eltr. Co. Floyd Million has succeeded Million & Million.

Remington, Ind.—The Remington Grain Co. has succeeded McCray, Morrison & Co. No change has been made in the firm, the name only has been changed.

Salem, Ind.—The Salem Eltr. Co., V. T. Reid, of Reid & Peck, and the mills have been consolidated and are doing business as the Salem Milling Co.

Letts, Ind.—Jeff Wheeldon is attempting a scooping business in the name of A. R. Anderson, of Elizabethtown, and neither of them have any facilities.

New Era, Ind.—S. Bash & Co., of Fort Wayne, are doing a scooping business at this point and are causing considerable trouble for the regular dealers.

Ft. Branch, Ind.—O. W. Leoffler is out of business. The Ft. Branch Eltr. Co. and the Ft. Branch Milling Co. are the only firms doing business at this point.

Whitestown, Ind.—A part of the roof was blown off the eltr. of H. B. Cohee Aug. 12 during a heavy rain and 2,000 bus. of oats were exposed to the weather.

Piercetown, Ind.—C. F. Davison, of Bluffton, has purchased the grist mill, formerly operated by the Piercetown Milling Co., and will do a wholesale grain business.

Washington, Ind.—T. B. Graham is a farmer and generally ships his own grain but has no facilities for handling grain. D. H. Taylor and H. C. Calvert are scoopers.

Ridgeville, Ind.—D. G. McFadden, formerly of Arcola, has purchased the eltr. of C. E. Barrett & Son and has taken possession. Goodrich Bros. are operating a 25,000-bu. eltr.

Indianapolis, Ind.—The building committee of the Board of Trade was in consultation with 3 architects, Aug. 15, but took no action, as additional plans for the new buildings are awaited.

Piercetown, Ind.—Kraus & Apfelbaum, of Columbia City, have purchased the eltrs. of C. G. Coplen and took possession Aug. 15. Sol. B. Leckrone, of Columbia City, has been given charge and has removed to Piercetown.

Attica, Ind.—Armstrong Colvert is scooping here and at Stone Bluff, and is a thorn in the flesh for the regular grain dealers of the vicinity. He was formerly connected with the grain trade in a regular way, but has no facilities at all at present and uses his former connection with the trade to impose upon receivers. Jos. A. Bridge is out of the grain business.

Indianapolis, Ind.—The state railroad commission received complaints of grain shippers that the Lake Erie & Western and the Pennsylvania roads refuse to

switch cars from one line to the other, at Elwood, thus depriving shippers of the privilege of routing grain to the highest market. This arbitrary action of the Pennsylvania has caused some of the shippers along its line a loss of 2 cents per bushel on account of their inability to accept bids based on the Buffalo market. After hearing the evidence the state railroad commission asked the railroads to withdraw all switching restrictions, which they have done, and so notified the commissioners. This new rule applies to all stations on the 2 roads where a different rule has formerly been in force. The grain dealers and millers who worked hard for the passage of the law establishing the railroad commission are realizing on their efforts. Numerous other abuses can be corrected if the shippers will only manifest interest enough to file petitions reciting their causes of complaint.

## IOWA.

River Junction, Ia.—J. Fisher has succeeded W. T. Kelso.

Corning, Ia.—Lehnen Bros. are millers and not regular dealers.

Cedar, Ia.—Haas & Moore have succeeded Garrett & Renner.

Imogene, Ia.—Ed. McGargill has succeeded J. L. Gwynn & Co.

Callender, Ia.—The coal house of the Button Eltr. Co. burned Aug. 7.

West Chester, Ia.—D. C. Kilgore has enlarged and remodeled his eltr.

Glenwood, Ia.—Fay Wright continues in business at Henton and Haineyes.

Pacific Junction, Ia.—DeLashmut & Davis have succeeded Davis & Daulton.

Council Bluffs, Ia.—Thos. Baker, of Omaha, contemplates building a 50,000-bu. eltr.

Shenandoah, Ia.—McMahill & Cummings have succeeded Van Buskirk Bros. & Co.

Buffalo Center, Ia.—A 10,000-bu. eltr. will be built by U. Dressman and L. M. Slaba.

Dysart, Ia.—H. A. Wiese has bot the eltr. and grain business of the Dysart Eltr. Co.

Mooar, Ia.—The Mooar Provision Co. is attempting to do a scooping business. It has no facilities.

Britt, Ia.—Pullen & Co. have purchased the eltr. of the Peavey Eltr. Co., on the M. & St. L. Ry.

Dayton, Ia.—The Farmers Eltr. Co. has bot the eltr. of the Peavey Eltr. Co. on the M. & St. L. Ry.

Alton, Ia.—Riedman Bros. have succeeded the Peavey Eltr. Co., having purchased its eltr. on the Omaha road.

Goodell, Ia.—J. Hanson, of Grundy Center, has purchased the eltr. of Thos. Cashman, and has taken possession.

Tipton, Ia.—L. H. Dammann has leased the eltr. from the Clinton Grain Co., which has not operated it for 2 years.

Mason City, Ia.—The Iowa Cereal Co. has purchased 12 more eltrs. on the Rock Island Ry. from the Counsellman estate.

Kirkman, Ia.—J. H. Schmidt has constructed a new driveway, strengthened the main building and made other repairs on his eltr.

Walnut, Ia.—The Walnut Milling Co. has let the contract to the Younglove Construction Co. for the erection of a 10,000-bu. eltr.



Shenandoah, Ia.—Replogle & Co., of Shenandoah and Farragut, are millers and not regular dealers, but have been doing a scalping business.

Fairfield, Ia.—C. C. Liming will have charge of the Rock Island Eltr., which was recently purchased by R. W. Lamson and Geo. D. Henry.

Buckeye, Ia.—The Farmers Grain Co., of Collins Crossing, incorporated, \$10,000 capital stock. Incorporators, O. S. Carpenter and A. L. Reagan.

Whittemore, Ia.—The failure of the Farmers Eltr. Co., 2 or 3 years ago, cost the farmers who were stockholders of that concern over \$15,000.

Swaledale, Ia.—The co-operative company recently organized by the farmers has decided to suspend operations, being unable to secure the funds.

Des Moines, Ia.—J. C. Shaffer & Co., of Chicago, have opened an office in the former quarters of the Chicago Grain & Eltr. Co. and will buy on track.

Alta, Ia.—A. Fraser, of Aurelia, has purchased for \$6,500 the 10,000-bu. eltr. of C. S. Goodrich and took possession Aug. 7. Arthur Fraser, his son, will have charge.

Gilbert Station, Ia.—The eltrs. of the Western Eltr. Co. and the B. A. Lockwood Grain Co. burned Aug. 7, with a carload of grain on a side track. Loss, \$30,000.

Britt, Ia.—The Farmers Industrial Union Society has been organized to buy and sell grain, lumber and coal, and has succeeded C. M. Gowdy, having purchased his eltr. Jas. L. Manuel is mgr.

Adair, Ia.—The Davenport Eltr. Co. has installed a gasoline engine and taken out its steam engine. A cement floor has been put in in the engine room and other improvements have been made.

Corwith, Ia.—Thos. H. Beggs, who has been buying for the Iowa-Minnesota Cereal Co., has leased the Great Western Eltr., which his company has been operating, and will buy on his own account.

Bonair, Ia.—The eltr. recently purchased by Thos. L. Bird and John J. Bird will be operated under the firm name of Bird Bros. The eltr. has capacity for 15,000 bus. John J. Bird will remove to Bonair from Marcus.

Des Moines, Ia.—Jay A. King, pres. of the Iowa Grain Dealers Ass'n, has appointed the following arbitration committee: A. Moorhouse, Glidden, Ia., H. S. Buell, Livermore, Ia., and James Crighton, Chicago, Ill.

Barnum, Ia.—The Farmers Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr. and expect to have it completed in time to handle the new grain. M. D. Gurnett is building a 20,000-bu. eltr.

Rake, Ia.—The Farmers Eltr. Co. incorporated, \$2,500 capital stock, to deal in grain, stock, building materials, farm machinery, etc. Incorporators, A. A. Rake, pres.; C. O. Legreid, vice-pres.; B. Quamme, secy.; Geo. A. Faber, treas.; O. O. Quam, and others. The company will either buy one of the eltrs. already here or will build.

Spencer, Ia.—A. J. Wilson, of Sioux City, has purchased the principal part of the stock of A. E. Wells in the firm of the DeWolf & Wells Co., but will not take an active part in the management, and it is said he will soon remove to

Spokane, Wash. Mr. Wells will continue to have his office with Mr. DeWolf and will probably assist in the management for some time.

Creston, Ia.—Valentine Emery, a 17-year-old boy, was smothered Aug. 14 in the eltr. of John W. Slutz, who has succeeded Gault Bros. He had been in the habit of assisting the men with their work and apparently had tried to remove some obstruction in the chute which was being used to load a car with shelled corn, and was drawn in by the suction and almost instantly suffocated. Nothing was known of the accident until the workman in the car investigated the cause of the stoppage of the flow of corn.

## KANSAS.

Asherville, Kan.—The Asherville Grain Co. incorporated, \$5,000.

Ada, Kan.—The eltr. for Hoffman & Son has been completed.

Rexford, Kan.—W. H. Mill has installed an improved Hall Distributor in his eltr.

Jewell City, Kan.—G. O. Seaton has discontinued his connection with the grain business.

Turner, Kan.—The 1,000,000-bu. Santa Fe Eltr. has been completed and the Harris-Scotten Co. has taken possession.

Manhattan, Kan.—The eltr. for Geo. T. Fielding has been about completed. A 20-h. p. gasoline engine will be installed.

Abilene, Kan.—The Abilene Grain Co. has leased the Santa Fe Eltr. H. S. Minor, of Kansas City, has been appointed mgr.

Dighton, Kan.—O. P. Jewett is building a 15,000-bu. eltr. M. J. Travis is doing the work. A cleaner and feed mill will be put in.

Arkansas City, Kan.—The addition to the eltr. of the New Era Milling Co. has been completed. It has capacity for 40,000 bus. and increases the capacity of the plant to 100,000 bus.

Preston, Kan.—The Farmers Independent Grain Ass'n has complained to the state railroad commissioners that the Missouri Pacific refuses to grant a site on which to build an eltr.

Barnard, Kan.—Welch Bros., of Minneapolis, have purchased the eltr. of W. H. West & Co. and possession has been given. An engine will be installed and other improvements will be made.

Bennington, Kan.—John Perry, secy. of the Farmers Eltr. Co., which recently purchased the eltr. of A. D. Blanchard, is recovering slowly from the burns he received in the explosion July 1 at the eltr.

Wichita, Kan.—The Red Star Mill & Eltr. Co. has purchased the Crowell Bros. line of eltrs. on the Englewood branch of the Santa Fe Ry. at Spivey, Zenda, Nashville, Isabel, Springvale, Wilmore, Protection and Englewood.

Thayer, Kan.—The eltr. of G. W. Williams is being torn down and will be rebuilt on a larger scale. A gas engine will be installed and also a dump and larger elevating machinery. He will put in a sheller and will shell all corn before shipment and shell cars of corn in transit.

Kansas City, Kan.—Work has been commenced on the removal of the Rock Island Eltr., which was recently purchased by Carrington, Patton & Co., to the site purchased by the company near 7th street. The eltr. has a capacity of 200,000 bus.

and the contract for the removal calls for \$7,200 for the job. The house will be remodeled and electric power installed. It will be the first eltr. west of Chicago to be equipped thruout with electric motors.

Hutchinson, Kan.—The Rock Milling & Eltr. Co. has complained to the state railroad commission that the Rock Island road now refuses to switch cars to the Santa Fe track, where the company has an eltr., thus practically preventing the purchase of grain at the company's 20 stations on the Rock Island road.

A farmer of western Kansas laughed so hard recently at the misfortunes of the Secy. of the Kansas Grain Dealers Ass'n that he dislocated his jaw. He had to ride 15 miles to have it replaced, and before he returned home a storm came up and ruined his crop. Evidently he who laughs last laughs best.

Topeka, Kans.—The Assistant Attorney General West, in his efforts to bring the grain dealers of the state into disrepute, is making a monkey of himself. It seems that an old farmer of Allen County sold his grain at the thrashing machine to some traveling huckster to be delivered into cars. These traveling scoopers do not expect to buy grain a second time from the same farmer, so insist on having all his fleece in the first transaction, and this so-called grain dealer is credited with testing sixty pounds of wheat at fifty-six pounds. Judge West, without even taking time to investigate the merits of the farmer's claim, wastes much time, which properly belongs to the state, in maligning the grain dealers of the state. The lawyers of the Attorney General's office, are not in a position to throw stones at the grain dealers.

## LOUISIANA.

New Orleans, La.—The eltr. of the National Rice Milling Co., the first rice eltr. in the world, has just been completed by Jas. Stewart & Co. The house is built of yellow pine, 8x130 ft., and 100 ft. high. Its storage capacity is 42,000 bus.

## MARYLAND.

Baltimore, Md.—Harry W. Atkinson and Ellsworth Armacost have been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—The Chamber of Commerce has raised the inspection fee to 50 cents per 1,000 bus. or part thereof inward, and 30 cents per 1,000 bus. or part thereof outward, to vessels or cars.

Baltimore, Md.—The first charter of a full cargo of wheat for Europe this season was made Aug. 16 by Hammond & Snyder. The steamer Huelba was engaged to load 130,000 bus. of No. 2 red winter wheat.

Glennville, Md.—What is the matter with bleeding Kansas? They may talk about grain stalks growing up faster than a boy can climb down, but here, right here in Maryland, corn has grown this year to a height of 17½ feet and is not done yet. Kansas is not the only place where corn can be grown. C. Bosley Littig.

Baltimore, Md.—The Ohio Grain Dealers Ass'n made a formal protest to the Chamber of Commerce, Aug. 15, against the raising of the grade without sufficient notice to the trade. It is alleged that the raising of the requirements for the No. 2 grade will throw the shipments of Ohio dealers into the steamer grade, worth 6

cents per bu. less. Shippers who had contracted to deliver No. 2 on the basis of the old grade will suffer severely unless the Chamber of Commerce can be induced to rescind the change in grading.

### MICHIGAN.

Mt. Morris, Mich.—Lewis, Horton & Co. have succeeded J. H. Lewis.

Laingsburg, Mich.—C. R. Bailey & Co. have succeeded Weaver & Watkins.

St. Johns, Mich.—Weaver & Watkins have bot for \$7,000 the eltr. of F. S. Lockwood & Co.

Ionia, Mich.—The Pere Marquette Ry. contemplates rebuilding the eltr. which burned Aug. 4.

Grand Rapids, Mich.—The old Union Eltr., one of the first in Western Michigan, and for the past 5 years used for other purposes, has been purchased by Henry J. Vinkemulder, who has not decided what disposition to make of the property.

Jackson, Mich.—The Michigan Hay Ass'n, at its annual meeting, Aug. 5, elected the following officers: Pres., C. E. Noyes, Jackson, Mich.; First Vice Pres., B. F. Warner, Paw Paw; Second Vice Pres., Horace Lamb, Imlay City; Sec. and Treas., E. C. Forrest, Saginaw.

### MINNEAPOLIS.

The first new crop flaxseed was received at Minneapolis Aug. 17.

The Reliance Eltr. Co. has increased its capital stock to \$300,000.

The Cargill Eltr. Co. has increased its capital stock to \$2,000,000.

A membership in the Chamber of Commerce sold Aug. 21 for \$4,450.

The Midway Eltr. Co. will build a brick addition to its eltr. at a cost of \$3,000.

Otto A. Zimmerman, formerly at Duluth, has accepted a position as barley buyer for Nye, Jenks & Co.

The suit by the Chamber of Commerce against the alleged bucket-shop of J. E. Wells & Co. has been continued until Sept. 11.

The W. P. Devereux Co. was recently awarded the contract to supply the government with 6,000,000 pounds of oats for shipment to the Philippines.

The firm doing business as the Corson Grain Co. has been dissolved and the business will be carried on hereafter by Henry W. Corson under the old firm name.

The Chamber of Commerce was granted an order of court Aug. 9 restraining the Edwards-Wood Co. from securing or disseminating the quotations of the Chamber.

J. A. Bailey, formerly mgr. of the eltr. at Hastings, recently sold by Miller Bros. to the farmers' company, has been appointed traveling auditor for the company.

The first car of new spring wheat to arrive at Minneapolis this season was received by the Van-Dusen Harrington Co., on Aug. 8. The grain was shipped from Kasota, Minn., was graded No. 1 northern and sold at \$1.06.

The following have applied for membership in the Chamber of Commerce: W. L. Templeton, secy. American Cereal Co.; A. C. von Hagen, Sleepy Eye; Otto A. Zimmerman, of Nye, Jenks & Co.; A. T. Atkins and V. H. Troendle, of the Spencer Grain Co.; Edw. Nutter, of the Corn

Exchange; D. A. Simmons and E. A. Gray, Minneapolis.

J. A. Pease & Co. have taken over the business of the Calumet & Western Eltr. Co. and will retain the offices of the company in the Corn Exchange building. Mr. Pease was vice-pres. and Minneapolis mgr. for the old company.

The Minnesota Railroad & Warehouse Commission has issued a circular letter giving notice that the law with regard to the issuance of warehouse certificates will be strictly enforced hereafter. The issuance of "slips" will not be permitted.

The Lahart Eltr. Co. will build 6 reinforced concrete tanks at its eltr. at the junction of the Milwaukee Road and the M. & St. L. Ry. The largest will be 18x18, 75 ft. high, and the others 10, 12 and 15 ft. in circumference and 22 ft. high, the addition to cost \$6,000. Work will begin at once.

### MINNEAPOLIS LETTER.

The Twin City Eltr. Co. is contemplating the erection of a terminal eltr.

Henry Harvey has left the Marfield-Griffiths Co. and is now connected with Skewis, Moen Co.

Henry Gee, of Randall, Gee & Mitchell, has located in Winnipeg, taking charge of the firm's office in that market.

The Seidle Grain Co. has established a laboratory in its office and will test every car of barley that is purchased by them and will keep a record of the germinating qualities on file.

The rush to build eltrs., since the crop is assured, has advanced the price for putting up houses 20 per cent. Those who let their contracts early had no trouble in getting their contracts placed almost at their own figures.

James J. B. Orth has connected himself with the Corson Grain Co. and intends to conduct a barley business. He has a plan of offering the country an opportunity to hedge barley. Mr. Orth has already received a large number of inquiries in regard to the matter.—Minn.

### MINNESOTA.

Birch Lake, Minn.—Jos. Kraker is building an eltr.

Farmington, Minn.—H. N. Babcock is remodeling his eltr.

Woodlake, Minn.—The Great Western Eltr. Co. is building an eltr.

Arco, Minn.—The Farmers Eltr. Co. will build a 2-story warehouse.

Clinton, Minn.—C. Hill, of Colton, S. D., contemplates building an eltr.

Duluth, Minn.—Seven cars of new spring wheat were received Aug. 21.

Duluth, Minn.—Memberships in the Board of Trade are selling at \$2.20.

Wanda, Minn.—A. C. Ruddy will buy grain for Bingham Bros. this season.

Le Sueur, Minn.—The St. John Eltr. Co. is making improvements in its eltr.

Duluth, Minn.—The Edwards-Wood Co. has resigned from the Board of Trade.

Waverly, Minn.—Fred Quinn has taken charge of the eltr. for the State Eltr. Co.

Lake Benton, Minn.—E. B. Mennie has been hired to buy wheat for the Farmers Eltr. Co.

Red Wing, Minn.—The La Grange Mill contemplates building 2 eltrs. in addition to its present house.

Adrian, Minn.—Frank Green has succeeded Mr. O'Leary as mgr. of the eltr. of the Peavey Eltr. Co.

Winnebago City, Minn.—E. Babcock has charge at this point for the Bennett Grain Co., of Flandreau, S. D.

Wylie, Minn.—The St. Anthony & Dakota Eltr. Co. is tearing down its eltr. and will remove it farther west.

Zumbro Falls, Minn.—J. E. Boehlke, of Plainview, will have charge of the new eltr. of the Western Eltr. Co.

Nicollet, Minn.—Chas. Strauch has succeeded E. J. Blank as wheat buyer for the Iowa & Minnesota Cereal Co.

Renville, Minn.—I. C. Reynolds, formerly at Kasota, has taken charge of the eltr. for the Monarch Eltr. Co.

Clara City, Minn.—The Willmar Milling Co. will build an eltr. C. R. Thom will buy grain for the new eltr.

Stewart, Minn.—F. M. Senescall has succeeded W. M. Christensen as mgr. of the eltr. for the Crown Eltr. Co.

Buxton, Minn.—The eltr. of the Minnesota & Western Grain Co. burned recently. It will be rebuilt immediately.

Parkers Prairie, Minn.—Cronet Nelson, who will buy grain for the Prairie Eltr. Co. this season, has opened the eltr.

Boyd, Minn.—Jas. O'Hara, formerly at Franklin, has succeeded Wm. Smith as agt. for the Great Western Eltr. Co.

Beardsley, Minn.—W. H. Myers has accepted the position of wheat buyer for the Duluth Eltr. Co., but resides at Barry.

Grogan, Minn.—The eltr. for the Plymouth Eltr. Co., of Sioux Falls, S. D., has been completed. J. Kinsella is mgr.

Duluth, Minn.—The Board of Trade has recently amended its rules regarding private eltrs., registration and form of bond.

Claremont, Minn.—G. W. Van Dusen & Co. are making extensive repairs in their eltr. New dump scales will be installed.

Austin, Minn.—The Farmers Co-operative Eltr. Co. has secured a site from the Great Western Ry. and will build a 20,000-bu. eltr.

Fairfax, Minn.—Wm. Smith has succeeded John H. Lee as agt. for the Great Western Eltr. Co. Mr. Smith was formerly at Boyd.

Caledonia, Minn.—A flax market has been established by the International Harvester Co., which is paying \$13.10 per ton delivered at the cars.

Park Rapids, Minn.—L. H. Rice, owner of the Park Rapids Mills, will build a 10,000-bu. eltr. and warehouse in connection with his mill.

Bird Island, Minn.—J. E. Essen, formerly agt. for the Monarch Eltr. Co. at Renville, will have charge of the eltr. for the Farmers Eltr. Co.

Young America, Minn.—The Security Eltr. Co. is putting in a drain for its pit, fixing up an engine house and will install a gasoline engine.

Franklin, Minn.—John H. Lee, who has been agt. for the Great Western Eltr. at Fairfax, has been transferred to Franklin to succeed Jas. O'Hara.

Rothsay, Minn.—The Wilkin County Farmers Eltr. Co. has bot the old Duluth Eltr. It will thoroly repair the house and install a gasoline engine.

Duluth, Minn.—A. T. Hepworth, who has been secy. for the Lake Superior Consolidated Eltr. Co., has resigned to accept



a position with the Ogilvie Flour Mills Co., of Winnipeg, Man. It is expected that he will be succeeded by his assistant, G. H. Spencer.

Buffalo, Minn.—The Northern Grain Co. opened its eltr. Aug. 1 with John Noel as buyer. This house was formerly operated by the farmers.

Sherburn, Minn.—W. B. Peffer has leased the plant of the Alliance Eltr. & Milling Co. Mr. Peffer has been mgr. of the company for some years.

Springfield, Minn.—The 30,000-bu. eltr. for the Farmers Eltr. Co. has been completed and opened for business Aug. 1. C. S. Peterson is secy. and mgr.

Hutchinson, Minn.—W. F. Dobratz has again taken a position with the State Eltr. Co. at this point after buying grain awhile for the company at Lester Prairie.

Pipestone, Minn.—The Farmers Eltr. Co. has purchased the eltr. of D. C. Harrington. Chas. Cunningham is pres., W. B. Brown, secy. and Corry Ridgway, treas.

Chokio, Minn.—S. Stewart, of Morris, has purchased the eltr. of the Farmers Eltr. Co., which he has been operating for the past year. W. H. Nairn is retained as mgr.

Warren, Minn.—The Spaulding Eltr. Co., Atlantic Eltr. Co. and the Osborne McMillan Eltr. Co. will build eltrs. at Radium and Viking, 2 new towns on the Soo Line.

Champlin, Minn.—O. S. Miller & Co. are building a 20,000-bu. concrete block eltr. The building will have no wood or combustible of any kind used in its construction.

Alvarado, Minn.—Nels G. Backstrom, formerly agt. for the St. Anthony & Dakota Eltr. Co., at Warren, will buy grain here this season for the Spaulding Eltr., of Warren.

Breckenridge, Minn.—The Northwestern Eltr. Co. has remodeled its eltr. and has installed a set of dump scales. P. Martin, of Maynard, has taken charge for the company.

Cleveland, Minn.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Herman Zimmerman, pres.; W. W. Flowers, vice-pres.; Harry F. Davis, secy.; W. C. Davis, treas.

Duluth, Minn.—The grain dealers, it is said, will petition the state grain inspection department, to reduce the percentage of field damaged seed permissible in No. 1 northern flaxseed from 25 to 20.

Ash Creek, Minn.—John P. Coffey, of Luverne, has purchased the grain eltr. and coal business of the American Grain Co. and will handle flour and feed from his Luverne mill. I. W. Brown will be retained as mgr.

Lester Prairie, Minn.—The Farmers Eltr. Co. is operating the eltr. formerly owned by Nels Enge. Henry Emme has been hired to buy wheat for the company. W. F. Dobratz has resigned his position as buyer for the State Eltr. Co.

Brooten, Minn.—Claus Halvorson has purchased the old Hogan Eltr. at Paynesville and has removed it to Brooten, where he will put it in operation as soon as it can be put in shape for business. Johnson Bros. have engaged in the grain business.

Blue Earth, Minn.—Will Raymond, an employe in the eltr. of the Pfeffer Eltr. Co., was caught in a shaft at the eltr. Aug. 11 and was instantly killed. He attempted to climb over the shaft, which is

between the eltr. and engine house, and missed his footing, becoming entangled in the belt.

Hastings, Minn.—The Hastings Farmers Eltr. Co. incorporated, \$15,000 capital stock, to buy, sell, receive, store, forward, ship and handle cereals and the products thereof and build, buy, control and operate warehouses and eltrs. Incorporators, Edw. C. Murray, Wm. H. O'Connell, Frederick Schweich, and others. J. E. Doffing has been engaged as mgr.

Warren, Minn.—The Spaulding Eltr. Co., at its annual meeting, Aug. 14, elected the following directors: P. F. Spaulding, Poughkeepsie, N. Y., Geo. S. Spaulding, Alexandria, Minn., O. H. Taralseth, C. L. Spaulding and H. J. March, Warren. The following officers were also elected: C. L. Spaulding, pres. and general mgr.; P. Frost Spaulding, vice-pres.; H. J. March, secy. and treas. The company will have 8 eltrs. on the Soo Line completed in time to handle the coming crop.

Otisville, Minn.—The Soo Line has notified the owners of eltrs. at this point that Otisville is to be abandoned as a shipping station. The Osceola Mill & Eltr. Co. will remove its eltr., which is operated by Chas. Eckdahl, to Maple Island. Copas, a new station about a mile east, will be the new shipping station and Frank Lake, of New Scandia, has purchased a site and will build an eltr. there. A protest has been filed with the State Board of Warehouse Commissioners against the removal of the side track at Otisville.

## MISSOURI.

Crawford, Mo.—J. B. Howard is new in the grain business.

Hermann, Mo.—The Farmers Grain & Eltr. Co. has succeeded Silber, Frank & Woest.

Moberly, Mo.—The Missouri Grain Co. will immediately rebuild its plant, burned July 26.

St. Louis, Mo.—J. Edw. Teasdale, of the J. H. Teasdale Commission Co., died Aug. 15 at a sanitarium, aged 49 years.

Concordia, Mo.—Part of the roof was blown off the eltr. of F. H. Kueck & Bro. Aug. 16, by a heavy wind and rain storm.

St. Joseph, Mo.—Smith A. Penny, a wholesale grain dealer, was married at Cincinnati Aug. 16 to Miss Edna Letcher Baughman, of Hustonville, Ky.

Rushville, Mo.—The Northrup Grain Co., of Platte City, will build a second eltr. The Davis Mill Co., of Wathena, Kan., will remove its plant to Rushville.

Blackwater, Mo.—The eltr. and mill of Adam Schuster burned Aug. 7, with a quantity of grain and flour. Loss, \$4,000. No insurance on buildings but some on grain.

Kansas City, Mo.—The proposition to assess members to raise a building fund has been indefinitely postponed and the plan to erect a building has been laid aside.

St. Louis, Mo.—The Burlington Eltr. Co. has removed its offices to the Merchants Exchange building. F. L. Wallace, its secy., will continue the business of F. L. Wallace & Co.

Purcell, Mo.—The eltr. for the Purcell Eltr. Co. has been nearly completed and will soon be ready to receive grain. Mr. Hubbard, formerly with the Quaker Milling Co., will buy grain for the company.

Kansas City, Mo.—The Standard Milling Co. has contracted with the Barnett & Record Co. for a new building for a 3,000-barrel flour mill, a wood cleaning eltr. and 8 tile tanks of 208,000 bus. storage capacity.

St. Louis, Mo.—Jas. M. Kinsella, who has been city weigher of grain for 50 years, died recently, aged 75 years. He was a member of the Merchants Exchange for over 40 years and his death was caused by a fall on the steps of the Exchange.

Kansas City, Mo.—The 3-story grain bin which adjoined the warehouse of the Kansas City Milling Co. was burned Aug. 6 by the fire department after an attempt to pull it down with a rope attached to a switch engine. The bin was shaky after the fire of Aug. 1 and it was feared that it would collapse onto the railroad tracks.

St. Louis, Mo.—The weighing department of the Merchants Exchange has adjusted its differences with the Illinois Railroad & Warehouse Commission regarding the supervision of grain weighing in the eltrs. at East St. Louis, Ill. The Merchants Exchange will furnish certificates of weight for all grain loaded into or out of the eltrs.

St. Louis, Mo.—The directors of the Merchants Exchange recently adopted resolutions indorsing the petition of the Receivers & Shippers Ass'n of Cincinnati, O., to Pres. Roosevelt, respectfully asking the Pres. to call the attention of the attorney general to the existence of combinations and conspiracies among common carriers to maintain illegal rates.

St. Louis, Mo.—The Sedalia Milling Co. has gotten out an attachment against the firm of D. E. Smith & Co. for a balance of \$605 on a consignment of grain. D. S. Parkhurst, who recently purchased the controlling interest in the firm of D. E. Smith & Co., claims that it is a debt of the old firm and has decided not to continue the business under the old firm name. It is understood, however, that he assumed the obligations of the old firm when he bot the business.

## MONTANA.

Eureka, Mont.—The Kalispel Flour Mill Co. is building a 50,000-bu. eltr.

Fromberg, Mont.—The A. L. Babcock Co. has let the contract for the erection of an eltr. The Yellowstone County Mill Co., of Billings, is building a 22,000-bu. eltr., which will be operated by a 15-h. p. gasoline engine.

## NEBRASKA.

Loretta, Neb.—The farmers are organizing an eltr. company.

North Loup, Neb.—The eltr. for Geo. E. Johnson has been nearly completed.

Carroll, Neb.—John Johnson has purchased the business of the Benson Grain Co.

Julian, Neb.—Jas. Peterson will enlarge his eltr., increasing the capacity from 15,000 to 20,000 bus.

Leigh, Neb.—Phillip Rother has succeeded F. N. Nichols as agt. for Jos. A. Conner, of Omaha.

Mt. Clare, Neb.—J. C. Glasgow is mgr. this season for the A. J. Denton Grain Co., of Nebraska City.

Blue Hill, Neb.—The Farmers Grain & Stock Co. has let the contract to D. H. Cramer for the erection of an eltr. The machinery, which will include a Howe

Hopper and Wagon Scales and Barnard & Leas cleaning machinery, will be furnished by the York Foundry & Engine Works.

Brock, Neb.—The Brock Grain Co. incorporated, \$6,000 capital stock. Incorporators, F. C. Gilbert, and others.

Wood River, Neb.—S. MacMurray, a former employe of the Omaha Eltr. Co., is doing a scalping business in grain.

Atlanta, Neb.—The McConaughy Grain Co. has installed a Howe Gasoline Engine, furnished by the York Foundry & Engine Works.

Oconee, Neb.—The Omaha Eltr. Co. is building an engine house and office for the eltr. which it recently moved here from Monroe.

Omaha, Neb.—The 1,000,000-bu. eltr. for the Independent Eltr. Co. has been nearly completed and is expected to be ready for grain by Sept. 1.

Wyoming, Neb.—McCarthy & Sturm, of Union, have purchased the eltr. of the Bartling Grain Co. They also have an eltr. at Nehawka.

Daykin, Neb.—F. J. Uldrich & Co. have replaced their steam plant by a Howe Gasoline Engine, purchased from the York Foundry & Engine Works.

Omaha, Neb.—The Burns Grain Co. incorporated, \$25,000 capital stock. Incorporators, Wm. B. and L. W. Burns, John J. Bartlett and Edw. M. Martin.

Rescue, Neb.—The Ewart-Wilkinson Grain Co. has installed a Howe Gasoline Engine, purchased from the York Foundry & Engine Works, to replace its steam plant.

Bertrand, Neb.—W. M. Bruce is improving his eltrs. at Bertrand and Elwood. The machinery and supplies will be purchased from the York Foundry & Engine Works.

O'Neil, Neb.—The 30,000-bu. eltr. for the Atlas Grain Co. has been about completed. S. F. McNichols will have charge. The Nye-Schneider-Fowler Co. will build an eltr.

Murdoch, Neb.—The Evans Grain Co. has installed a Howe Gasoline Engine, a new stand of eltrs. and other machinery purchased from the York Foundry & Engine Works.

Ruskin, Neb.—The Nebraska Eltr. Co. is improving its eltr. and has installed new machinery and a Howe Gasoline Engine, furnished by the York Foundry & Engine Works.

Sutton, Neb.—B. H. Cronin has resigned his position with the Nebraska-Iowa Grain Co. and has accepted a position on the road for the Harris-Scotten Co., of Chicago and Kansas City.

Arapahoe, Neb.—Work has been started on the eltr. for the Farmers Grain Ass'n. It will be equipped with Howe Scales, up-to-date machinery and a rope drive, furnished by the York Foundry & Engine Works.

The Wells-Hord Grain Co. is making extensive repairs in a number of its eltrs. in Neb. and is installing Boss Car Loaders. The machinery and equipments are furnished by the York Foundry & Engine Works.

Omaha, Neb.—The hearing on the temporary injunction against the Nebraska Grain Dealers Ass'n is to be held Sept. 18. Attorney General Brown has given notice that in the meantime he will take the depositions of Tom Worrall, C. T. Peavy, Miss Olive Overton, Miss Clara

McArdle, stenographer to Mr. Updike; Edwin S. Westbrook, Augustus H. Bewsher, Horace G. Miller and John T. Buchanan, cashier of the Omaha Eltr. Co. The taking of depositions began at Omaha, Aug. 15, and was continued at Lincoln.

Bloomfield, Neb.—The Farmers Grain & Live Stock Co. incorporated, \$25,000 capital stock, to succeed the Nebraska Grain & Live Stock Co. Incorporators, J. F. Kintz, Chas. R. Kracht, Aug. Gnewuch, and others.

Lincoln, Neb.—The Hayes-Eames Eltr. Co. has brot suit against the Postal Telegraph Co. to recover \$804 damages for failure to deliver a message accepting an offer on 15,000 bus. of wheat from the Calumet Eltr. Co., of Minneapolis.

Omaha, Neb.—The eltr. to be built by the Barnett & Record Co. for the Crowell Grain & Lumber Co., of Blair, will be a standard wooden working house of 150,000-bu. capacity and will be equipped with cleaning and clipping machinery and will have 3 legs.

Springfield, Neb.—W. M. Kieck and M. G. Nicholson have organized a company to be known as Kieck & Nicholson and have leased the eltr. of J. M. Elwell for 1 year, with privilege for a term of years. Mr. Elwell will devote his time to his other business.

Table Rock, Neb.—The eltr. of G. W. Butterfield has been nearly completed. It will be a cleaning house, equipped with shellers, clippers, cleaners and grinders, rope drive and modern machinery and will be operated by a 30-h. p. Howe Engine, all machinery furnished by the York Foundry & Engine Works.

## NEW ENGLAND.

Brattleboro, Vt.—E. Crosby & Co. will build another story on their grain warehouse and will install new grain handling equipment.

Swanton, Vt.—Bailey & Co., of Chicago, Ill., and Montpelier, have purchased the Vilas Eltr. and will operate it in connection with their plant at Montpelier.

Boston, Mass.—E. J. Kilduff, formerly with J. E. Soper & Co., has taken charge of the grain and feed department of D. L. Marshall & Co., who represent the Sheffield-King Milling Co. and other western mills.

Hartford, Conn.—Three men were recently placed under arrest on the charge of having broken into a freight car and stolen grain. Seven bags, each containing 3 bus., were found hidden in the bushes.

## NEW YORK.

Waverly, N. Y.—C. F. Dyer, formerly at Wilkesbarre, Pa., has removed to Waverly.

South Byron, N. Y.—C. H. Coward & Co. have installed another power bean machine to remove stones and dirt.

Saratoga Springs, N. Y.—Jas. H. Jones has rented the eltr. and hay warehouse of D. Gibbs & Son and has also bot their feed business.

New York, N. Y.—New hay, on account of the damp and warm weather we are having, is slow to move. The market is still in good shape for shipments, but it cannot last long.—Gilbert Plowman & Co.

Plattsburg, N. Y.—The Clinton Milling & Grain Co. incorporated, \$7,000 capital

stock, to deal in grain and provisions and operate a grist mill. Incorporators, Henry Davis and John K. Collins, Plattsburg, A. J. Davis, Denver, Colo., and Ernest O. Jacobson, New York.

Buffalo, N. Y.—The Geo. Urban Milling Co. has awarded the contract to the Steel Storage & Eltr. Construction Co. for the erection of a 116,000-bu. steel grain storage annex, which is to be divided into 8 bins. A steel gallery will connect the new storage plant with the belt conveyor.

Buffalo, N. Y.—The leading millers of western New York held a meeting in the Chamber of Commerce Aug. 9 to confer with John D. Shanahan, with regard to the new grain inspection at Superior, Wis. Mr. Shanahan explained the grading and the millers expressed their confidence in the new inspection.

Buffalo, N. Y.—The American Malting Co. has let the contract to Jas. Stewart & Co., Chicago, for a 2,200,000-bu. fire proof eltr. The working part and marine tower will be of steel and the 48 large bins and 33 intermediate bins will be of concrete. Jas. Stewart & Co. will also put in the foundation for the malt house.

Buffalo, N. Y.—One of the passenger eltrs. in the Chamber of Commerce building dropped from the sixth floor Aug. 12 with 6 passengers, all but 1 of whom had to be taken to the hospital. John G. Heinold, the oldest feed dealer in Buffalo, had both ankles broken. The other passengers were employes in the building, and were thot to be more seriously injured.

Buffalo, N. Y.—The 46 bins in the new eltr. to be built for A. J. Wheeler by the Steel Storage & Eltr. Construction Co. will be of steel and the marine tower and cupola will be built of structural steel with concrete floors. The house will be equipped to receive grain from both cars and lake vessels. All the machinery will be driven by power furnished by 9 electric motors, using Niagara Falls power. Complete grain cleaning machinery will be installed and the eltr. will have an independent system of electric lighting and telephones.

New York, N. Y.—Geo. Milmine died at Lakeville, Conn., Aug. 14, aged 76 years. Mr. Milmine went to Toledo in 1859 and established the firm of Milmine & Bodman. He was one of the founders of the Toledo Produce Exchange and served as its pres. in 1878 and 1883. In 1880 the firm removed to New York, also establishing an office at Chicago, and became active in the cash and option trade. While still a member of the firm of Milmine, Bodman & Co., Mr. Milmine has been retired for several years, the New York branch of the business being conducted by his son, C. E. Milmine.

## BUFFALO LETTER.

The canal is doing very little business as yet, but the boatmen are not discouraged. They say that corn will very soon be moving their way and then there will be business for them.

Lake insurance agents are feeling better as to the outlook for profits than they were early in the season, as losses were much greater then than they are now. They are getting next to no cargo business now, but say that there will be a grain movement by canal soon and then their earnings will begin to pick up.

The city malsters are not satisfied with the year's business, but are getting into line for another year. A meeting will be held with the union for an agreement as



to wages and rules next week, and then the trade here will know where it stands. Maltsters are saying that they are asking to get their barley for less than is going for it at present.

A deluge of oats is coming in by rail now and quite an amount by lake. Sometimes the track oats run much over 100 cars a day, and when the lake receipts are properly increased by the advance in rail rates the size of the crop will be appreciated. Inspectors complain that they are coming in decidedly poor condition. They are not only wet, but they are pretty badly discolored from the rains. Very few will grade as high as No. 2.

The Electric Eltr. & Milling Co. has been organized as an adjunct of the present Electric Eltr., owned by the same people. O. M. Mitchell, of New York, is pres. of both companies and Yale Kneeland, of the former company, has been made secy. and treas. of the new company. The manager will be F. L. MacLean, of New York, who has for some time been the manager of the mills of Carscadden & Cassidy, in Jersey City. He was selected because he made a great success there. The new mill will make practically everything but wheat flour and has the word "Electric" copyrighted as its trade mark. The plan is to make and sell cereals and straight feed in car lots and not sell to any but distributors. An effort will be made to get ready to run by September. The capacity will be about a ton an hour. Other Buffalo companies have made money in this line of business and the new company, finding the eltr. business not as good as it was, is going to try a combination.—J. C.

## NORTH DAKOTA.

Melville, N. D.—P. P. Zink is building an eltr.

Belfield, N. D.—J. E. Eyer contemplates building an eltr.

Pingree, N. D.—The Occident Eltr. Co. is building an eltr.

Driscoll, N. D.—The farmers contemplate building an eltr.

Norwich, N. D.—Hawkins & Goozee, of Granville, are building an eltr.

Ederly, N. D.—The Thorpe Eltr. Co. is building an eltr. at Deasam.

Fredonia, N. D.—The Farmers Eltr. Co. incorporated, \$5,000 capital stock.

Derrick, N. D.—T. A. Bronn is having a 30,000-bu. eltr. built by L. O. Hickok.

Valley City, N. D.—Page Person is putting a stone foundation under his eltr.

Buchanan, N. D.—The Buchanan Eltr. Co. is building an addition to its office.

Steele, N. D.—Work has been commenced on the eltr. for the Powers Eltr. Co.

Mandan, N. D.—The Bingenheimer Lumber Co. will build an eltr. in connection with its yard.

Milan, N. D.—The Milan Farmers Eltr. Co. is building a 25,000-bu. eltr. L. O. Hickok has the contract.

Ludden, N. D.—Geo. N. Baker has been engaged by the Oakes Milling Co., of Oakes, to buy grain this year.

Selden, N. D.—The Heising Eltr. Co., of Minneapolis, is building a 30,000-bu. eltr. L. O. Hickok has the contract.

Lakota, N. D.—Tanton & Todd will build eltrs. at Neville, Crocus and Rocklake. The houses are to be completed by Sept. 15.

Honeyford, N. D.—One new eltr. has just been completed and another is being erected, making four for this station.

St. Thomas, N. D.—The St. Anthony & Dakota Eltr. Co. is building a 40,000-bu. eltr. L. O. Hickok is doing the work.

Dickinson, N. D.—The John D. Gruber Co. is building 6 eltrs. at different points along the G. N. Ry. Walton & Davis are building an eltr.

Thorne, N. D.—A 30,000-bu. eltr. for McCabe Bros., of Duluth, and a 30,000-bu. eltr. for Frank Peltier are being built by L. O. Hickok.

Antler, N. D.—P. C. Boyers, formerly agt. for H. J. Ries at Ormsby, Minn., has taken charge of the local business of the John D. Gruber Co.

Berthold, N. D.—The Berthold Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, W. H. Badger, S. S. Petry, J. Severson, and others.

New Rockford, N. D.—The Farmers Eltr. Co. has secured a site on the railroad right-of-way and will remove its eltr. in time to handle the coming crop.

Jamestown, N. D.—The foundation for the eltr. of Geo. Game has been completed but work is now delayed by the failure of the building material to arrive.

Riga, N. D.—Nordmarken & Woodman have remodeled their warehouse and installed a 6-h. p. gasoline engine, dump scale and elevating machinery.

Michigan, N. D.—Chas. Barta, of Mapes, has rented the eltrs. of M. F. Swanston, who has been appointed a grain inspection commissioner for Superior, Wis.

Minot, N. D.—The A. A. Robinson Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, A. A. Robinson, Cornelius D. Pals, Jas. P. Elliott and Louise M. Robinson.

Harvey, N. D.—The Osborne-McMillan Eltr. Co. has installed a 5-h. p. gasoline engine in its eltr. S. A. Renfrew is building a 35,000-bu. eltr. It will be equipped with cleaners.

Calvin, N. D.—A 30,000-bu. eltr. is being built for T. A. Bronn, of Minneapolis, by L. O. Hickok. W. R. Hendry, formerly with the McCabe Eltr. Co., will build an eltr. In addition to these and the one being built for the St. Anthony & Dakota Eltr. Co. sites have been secured for 4 more eltrs.

## OHIO.

Shinrock, O.—C. J. Sprackle is a scooper.

Rawson, O.—C. B. Crist has succeeded Crist & Benner.

New Carlisle, O.—J. F. Plice has bot out D. F. Detrick.

Groveport, O.—Wm. Legshom is doing a scooping business.

Newton Falls, O.—Chas. Flick is doing a scooping business.

Ashland, O.—L. B. Fox has succeeded Clugston & Harvey.

Edon, O.—Hepker & Blaney have succeeded C. H. Hepker.

Carrollton, O.—P. O. McCully has succeeded Taylor & Lawrence.

Bradner, O.—Streck & Kortier have succeeded Cruickshank Bros.

Lisbon, O.—Williard & Binsley are installing a grain eltr. in their grain and produce warehouse on the P. L. & W. Ry.

West Unity, O.—H. C. Dachsteiner has succeeded W. E. Stipe & Co.

Delphos, O.—W. F. Mills died Aug. 7. His eltr. has been torn down.

Jewell, O.—Frank Minsel is attempting to do a scoop shovel business.

Oldtown, O.—Ben Belden has purchased the eltr. of Erwin Bros.

Wooster, O.—Young & Taggart and A. A. Mowrey are out of business.

Carey, O.—W. F. Johnson & Son have succeeded Sneath & Cunningham.

Cedarville, O.—Kerr & Hastings Bros. have bot the eltr. of W. R. Sterritt.

Collins, O.—S. B. Hyde and S. J. Hawkins are doing a scooping business.

Leipsic, O.—The Leipsic Produce Exchange and R. Firestone are scoopers.

Atwater, O.—Wm. Bradley and Rab Webber are doing a scooping business.

Kalida, O.—Raabe Bros., of Ft. Jennings, have succeeded the Fortman Grain Co.

Ada, O.—G. L. Stemple is buying from farmers loading at stations having grain houses.

Bluffton, O.—Stearns & Grading have repainted their eltr. and installed a new clipper mill.

Hoytville, O.—Gallooly & Firestone, of Leipsic, attempt to do a scoop shovel business here.

Tiffin, O.—E. E. Evans & Co., hay dealers, attempt to do a scoop shovel business occasionally.

Tadmor, O.—The Interstate Grain Co., of Cincinnati, is doing an irregular business at this point.

Richwood, O.—P. E. Barnes is buying from farmers loading at stations which have grain houses.

New Moorefield, O.—P. W. Burk, of Armsted & Burk, is doing a scooping business at this point.

Cavett, O.—The Farmers Grain Co., recently incorporated, is doing a strictly scoop shovel business.

Fremont, O.—Geo. Summers, Jas. W. King and Mr. Stahl are scooping on the Wheeling & Lake Erie.

Old Fort, O.—Kelsey & Rief and Mr. Sommers, both of Clyde, are doing a scooping business here.

Caledonia, O.—J. A. Resler has completed his 8,000-bu. eltr. which will be operated by steam power.

Herring, O.—Shrider & Binkley are not in the grain business. J. L. Heath is the only dealer at this point.

Cincinnati, O.—A. Mitchell has bot a building and will remodel it into a grain warehouse and feed mill.

St. James, O.—A. L. Click is not a regular dealer and has no facilities for handling grain but buys occasionally.

Cortland, O.—Richards & Evans are building a 35x40x50 ft. eltr. near their mill. It will be operated by steam.

Minster, O.—Benzman & Meiners are millers and ship no grain except when their stock has accumulated too much.

Reese's, O.—The eltr. formerly operated by C. S. Herr & Co. has been torn down and there is no dealer at this point now.

Tippicanoe City, O.—The Interstate Grain Co., of Cincinnati, is bidding farmers direct for grain to be loaded on cars here.

Toledo, O.—Rathbun Fuller has been elected pres. of the Northwestern Eltr.

& Mill Co. to succeed Thos. A. Taylor, C. S. Coup has been elected vice-pres. and mgr., and John H. Taylor, treas.

Peoria, O.—Mrs. R. W. Thompson has no eltr. but loads on track where ever she can get a load of grain and pays wild prices.

Dresden, O.—The firm of Armstrong & Helwig was dissolved some time ago and neither are in the grain business at present.

Sabina, O.—J. I. Stoner has not been in the grain business for 10 years except as a scooper, but he is still receiving bids from buyers.

Middletown, O. — Frank Schmidt, of Cincinnati, has purchased the controlling interest in the Kress Grain Co. from Harry W. Kress.

Newark, O.—Sites & Kellenberger are out of the grain business. A. H. Rickert and Chas. S. Brown run feed stores and are not regular dealers.

Curtice, O.—Deefindaler Bros. and J. W. Brockaw, of Millbury, and Wm. Palman, of Martin, are scoopers, and have been scooping at Curtice.

McComb, O.—R. P. Lipe, of Toledo, is doing a scooping business thru his mgr., D. Woods, at McComb, Benton Ridge, Deweyville, and other points.

Findlay, O.—The Ohio Hay & Grain Co., is spreading its scoop shovel methods into central Ohio. Heretofore it has confined its operations to northern and western Ohio.

A man named Van Sickle, said to be from New Jersey, is doing a scooping business in Crawford and Marion counties. He has no eltr. facilities and is demoralizing the market.

Dawn, O.—Wm. Davidson has bot the eltr. of W. C. Mote & Son and now owns both eltrs. at this point. He will install a 20-h. p. steam plant and make other improvements in the eltr.

Xenia, O. — Geo. and Howard Little have taken back their eltr. which has been under lease to Ervin Bros. and are now operating it under the firm name of the Xenia Grain & Seed Co.

Conover, O.—Lane, Wolcott & Co. are doing a scoop shovel business. They have no grain house or office and have no right to receive bids. The firm of Brecount, Wolcott & Co. is the only regular dealer at this point.

Greenfield, O.—C. C. Norton's Sons will on Sept. 1 succeed C. C. Norton, who retires after 37 years in the grain and seed business at Greenfield. The new firm will consist of his 2 sons, E. J. and F. W. Norton.

Columbus, O.—The offices of McCord & Kelly, the Ohio Shippers Ass'n, the Ohio Grain Dealers Mutual Fire Ins. Ass'n and the Ohio Grain Dealers Ass'n have been removed to 511-516 Union National Bank bldg.

Greenfield, O.—D. G. Coyner is a scooper and J. E. Iseman a track buyer and have no grain handling facilities. Case Bros. and Wickersham & Cockrill are not grain shippers and their warehouses are not on the railroad.

Circleville, O.—C. E. Groce owns an eltr. at Ashville, 2 at New Holland and rents one at Bells Siding. He resides at Circleville but has no house at this point. The Crites Mill Co. has an office here and handles grain thru the eltr. of H. D. Jackson but does a scooping business where

ever it can. It has an eltr. at Columbus and 1 rented at Haysville. It does some track buying also. Thos. W. Brown contemplates rebuilding his eltr.

Findlay, O.—The McManess Milling & Grain Co. incorporated, \$60,000 capital stock. Incorporators, V. T. Spiter, Lemuel McManess, B. F. Kimmons, I. G. and C. W. Seifried. The company has succeeded Palmer & Arnold.

Tiffin, O.—Sneath & Cunningham have let the contract to the Burrell Engineering & Construction Co. for the erection of a 60,000-bu. transfer eltr., to replace the house burned June 30. Two 40-h. p. Fairbanks Gasoline Engines will be installed.

Columbus, O. — The many friends of Secy. McCord will regret to learn that he has finally deserted his convenient office at the Union Station and moved to 511 Union Nat'l Bank Bldg., where he will be happy as ever to see his many friends in the trade.

Pittsburg, O.—Alleging that when Ed. McCue sold his eltr. 10 months ago to Ed. Ammon he agreed not to engage in the grain business in the same place, Mr. Ammon and his partners have obtained a temporary order of court restraining McCue from carrying on the grain and coal business. McCue had begun work on a grain eltr.

#### TOLEDO LETTER.

Toledo grain men had something to brag about when they saw the visible supply sheet on Aug. 14, as issued by George F. Stone, secy. of the Chicago Board of Trade. "Look at it"? Toledo leads! Hurrah! 1,053,000 bus. of oats and Toledo leads them all.

Napoleon, O.—The eltr., owned by Z. H. Travis, of Toledo, was totally destroyed by fire Friday evening, Aug. 18, entailing a loss of about \$30,000. The eltr. was built 20 years ago and was worth about \$10,000. Loss partly covered by \$6,000 insurance. The building contained 4,000 bus. of wheat and 9,000 bus. of oats, the loss on the grain being partially covered by \$4,000 insurance. Mr. Travis has announced that with the adjustment of the insurance, the eltr. will be rebuilt.

Moffitt, O.—A merry war is being carried on here between H. W. DeVore & Co., of Toledo, who own and operate the local eltr., and Jasper (Jap) Dukes and David (Dave) Moffitt, both of them being well-to-do farmers of this locality who have combined to do a scoop-shovel business. Messrs. Dukes and Moffitt started the ball to rolling when, a couple of weeks ago, they began to market their own grain on the track, ignoring the presence of the local eltr. Some of the other farmers readily saw the value of competition, and prevailed upon Messrs. Dukes and Moffitt to do a track buying business until they finally condescended to do so. The DeVore people, being old, experienced men at the business, and, while they are paying a little more than usual for wheat and oats delivered to their eltr., they are not buying any grain at a loss. The track buyers have advanced prices, and not being old, experienced hands at the business, they are paying No. 2 wheat prices for wheat that doesn't grade that good when it reaches the Toledo market. The DeVores have instructed their man in charge of the eltr. to pay the highest prices for wheat and oats that are consistent with any market or milling demand. They inserted an ad. in the Find-

lay Morning Republican and the Findlay Evening Jeffersonian, the ad running for one week and reading as follows:—I will pay for Toledo standard grades of grain delivered at Moffitt eltr. more than track buyers are paying. (Signed) H. W. DeVore, owner Moffitt eltr., Moffitt, O. While neither the eltr. people or the two track buyers are making any money, the farmers are realizing handsome prices for their grain, a few cents on the bushel more than they can get at any other station in that section of the state.—H. D.

#### OKLAHOMA

Sentinel, Okla.—The Farmers Gin, Grain & Fuel Co. incorporated, \$10,000 capital stock. Incorporators, W. R. Boyson, W. A. Banks, Chas. Kent, and others.

Guthrie, Okla.—Applicants for the position of chief grain inspector are: G. S. Baird, Weatherford; F. A. Montague, Cashion; G. A. Lyman, El Reno; Samuel Clark, Oklahoma City; Thomas England, Renfrow; E. W. McBride, Mountain View.

El Reno, Okla.—Maney Bros., of Oklahoma City, have purchased for \$150,000 the controlling interest in the Canadian Mill & Eltr. Co., but will not take possession until Jan. 1. The eltr. of the plant has capacity for 500,000 bus. The headquarters will be retained at El Reno. C. H. Jackman has succeeded Henry Lassen as mgr.

#### PENNSYLVANIA.

Pittsburg, Pa.—Daniel McCaffrey's Sons Co. has returned to its old quarters which were burned two months ago, and which had been occupied by the firm for 38 years.

#### PHILADELPHIA LETTER.

Export trade from the west via this port promises to be more satisfactory than for years past.

The Girard Point Storage Co., which is part of the Pennsylvania Railroad System, is putting in full working order its three principal eltrs.

The Philadelphia Grain Eltr. Co., which is controlled by the Philadelphia & Reading Railway, has its two principal eltrs. ready to do full capacity business.

Five years ago the grain exports from this city reached in round numbers 50,000,000 bus., and every effort will be made to make a good showing for the port during this year.

Within the last 10 days seven steamships which sailed from this port took out for foreign lands 350,000 bus. of grain, including wheat, oats and corn, besides large cargoes of flour.

The Baltimore & Ohio Railroad, with headquarters here, is in close touch with a new trans-Atlantic steamship line to be run from Philadelphia to Bremen, by the North German Lloyd Steamship Company. The Hansa, a 5,000-ton steamer, is to make the initial trip to Philadelphia from Bremen, on September 7, and for the present there will be a sailing every third week.—S. R. E.

#### PITTSBURG LETTER.

An accumulation of straw has occurred since the opening of the month, and there has not been a time for the last two or three weeks when there has not been more straw than could be disposed of.



All the demand there has been for mill feed was for coarse, flakey bran, with medium and fine grades neglected. Even this is no longer active, and middlings are very quiet, with quotations lower than at the first of the present month.

Business has not yet opened up in the rye market, although a few cars of new rye have arrived, and a few sales have been reported. Distillers have not yet started their plants, however, and are content to wait for a while before making purchases. This they are the more willing to do owing to the fact that most of the rye now coming forward contains a certain percentage of moisture that is not desirable.

New oats are selling down to 20 cents, and the outlook is not rosy for the immediate future, inasmuch as there is quite an accumulation from the heavy receipts which have prevailed, a little lighter now, but quite liberal a week ago. A number of hot cars have come in, and these add to the general gloom, as they are unsalable, and hurt the sale of better stock. The supreme requisite now in the oat situation is that shippers shall be careful as to quality and condition, as the market is liable to show extreme sensitiveness while the buyer has so much from which to choose.

Best grades of timothy hay are very strong, and not in large supply. The market has been firm for some weeks, and old No. 1 is sold as rapidly as it arrives at figures much higher than those which prevailed at the beginning of the month. Sound new timothy is selling at a range of \$10 to \$12.50, according to quality. Receipts have been fairly large for a week past, but most of the arrivals have been of lower grade timothy, and for this there is little call, and prices are hard to maintain. Only good hay has any demand, and for best grades of both old and new there is a satisfactory condition.

Ear corn continues to occupy the center of the boards, a position which has been its own during most of the summer. It is a very scarce article and has been for so long that there is practically an empty market. Buyers have been eager to purchase for more than a month, and sellers have had only the meagre offerings afforded by an occasional car, far from sufficient to take care of the request. Prices have soared to the highest level reached for a long time, and the condition has been almost one of famine so far as this commodity is concerned. Dealers have been urging their correspondents to hurry along shipments, but without success. At present no one has ear corn to offer, while everybody has customers.

Shelled corn has been held strong, largely through sympathy with ear. During the past week, however, there has been some increase in receipts, which has caused an easier feeling to prevail, and quotations, which had advanced quite materially, are now being shaded. The clamorous demand which was in evidence for some weeks has about been supplied, and there is therefore a quieter feeling, which is causing purchasers to show indifference. In order to cause any return to the firmness which did exist it will be necessary to shut off the supply, as the present rate of coming forward is greater than the situation is able to bear without weakening. A strange circumstance in connection with shelled corn,

and one that is occasioning comment, is that a few cars are reported as coming in warm and hot.—C. H.

## SOUTH DAKOTA.

Eureka, S. D.—The Royal Milling Co. is building an eltr.

Claremont, S. D.—The Thorpe Eltr. Co. is building an eltr.

Centerville, S. D.—T. I. Gunderson has begun work on his eltr.

Cavour, S. D.—The eltr. for R. Wilson, of Esmond, has been completed.

Bath, S. D.—The Bagley Eltr. Co. has installed a 5-h. p. gasoline engine.

Humboldt, S. D.—The Farmers Eltr. Co. has succeeded the Peavey Eltr. Co.

Lesterville, S. D.—The eltr. for the McCaul-Webster Eltr. Co. has been completed.

Alcester, S. D.—T. J. Ryan, of Beresford, has purchased the eltr. of Harding & Watts and took possession Aug. 15.

Flandreau, S. D.—The Bennett Grain Co. has succeeded the Colonial Eltr. Co. John Peart has charge at this point.

Garretson, S. D.—The Thorpe Eltr. Co. will soon open its eltr. for the season, with C. H. Blow, of Dell Rapids, as mgr.

Henry, S. D.—The eltr. for the Atlas Eltr. Co. has been completed. It is built on the site of the company's old house, which was torn down.

Colton, S. D.—Huntimer & Milne are building a 25,000-bu. eltr. about 3½ miles north of Colton. A. W. Milne, of the firm, is mgr. of the Colton Grain Co.

Madison, S. D.—The Reliance Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of a 15,000-bu. eltr. at Chester, the new town 12 miles from Madison.

Irene, S. D.—The Farmers Eltr. Co. recently elected the following officers for the ensuing year: John A. Johnson, pres.; Henry Hauger, Jr., vice-pres.; E. D. Skillman, secy.; Jas. Laughran, treas. T. J. Deifendorff was elected mgr. for the coming year.

Hetland, S. D.—The Eagle Roller Mill Co. has purchased the flat house of the Atlas Eltr. Co. and will build an eltr. and coal sheds. David Johnson, who has been mgr. for the Farmers Eltr. Co., has resigned his position and will represent the Eagle Roller Mill Co. at this point. Bingham Bros., for whom J. N. Bunday is agt., have repaired their eltr. and reshingled the roof.

## SOUTHEAST.

Columbus, Ga.—Work has been commenced on the eltr. for the Dan. Joseph Co.

Augusta, Ga.—F. C. Meyer & Co. are building an 88x154 ft. grain eltr. and warehouse, the plant to cost \$10,000.

Richmond, Va.—The firm of John S. Lear & Co. has been dissolved but the business will be continued under the old firm name.

Albany, Ga.—The Albany Grain & Produce Co. has succeeded the Albany Grain Co., W. S. Entzminger having bot out the former owner of the business.

Charlotte, N. C.—The Irwin-Graham Co. has been organized to do a wholesale and retail business in grain and provisions. The company is composed of Herbert Irwin, formerly of the Adams Grain & Provision Co., and Geo. W. Graham, Jr.

## TENNESSEE.

Shelbyville, Tenn.—The Dixie Grain Co. is installing its machinery and expects to begin operations by Oct. 1.

Memphis, Tenn.—At the request of the Memphis Grain & Hay Ass'n the Merchants Exchange on Sept. 1 will resume the call board on grain and mill products.

Fayetteville, Tenn.—The Holman Grain Co. incorporated, \$50,000 capital stock. Incorporators, H. K. Holman, A. M. McLaughlin, J. H. Rees, Harry Strong and H. K. Holman, Jr.

Nashville, Tenn.—The machinery of the grain drying plant of the Nashville Warehouse & Eltr. Co. has nearly all been installed by the Hess Warming & Ventilating Co. The plant will dry 1,200 bus. per hour.

Nashville, Tenn.—The Capital Grain Co. has let the contract for the erection of a 12,000-bu. eltr., to be completed in 60 days and cost \$15,000. It will have 6 bins. J. R. Hale & Sons will build a 20,000-bu. eltr. to cost \$25,000. The structure will be 260x100 and 90 ft. high.

## TEXAS.

Waco, Tex.—The Gaddy Grain Co. has succeeded Wiley & Etchison.

Beaumont, Tex.—The Josey-Miller Co. has succeeded the Kirk-Miller-Josey Grain Co.

Godley, Tex.—The Godley Mill & Eltr. Co. is building a 14,000-bu. eltr. Gasoline power will be used.

El Paso, Tex.—T. W. Teague & Co., who make a specialty of alfalfa, are building a large warehouse to handle their increasing business.

Plano, Tex.—Hughston Bros. are building an eltr. and corn shelling plant to replace the plant burned July 7. The buildings will be 32x44 ft. and 14x60 ft. and will cost \$8,000.

Nederland, Tex.—The Neches Rice Mill & Eltr. Co., which succeeded the Nederland Rice Milling Co., will improve its plant and enlarge the capacity of the mill. L. J. Courtain will be mgr. this season.

## TEXAS LETTER.

Gould, Tex.—The Gould Milling Co. has been chartered with a capital of \$5,000.

Markham, Tex.—The Markham Rice Milling Co. plant was damaged by fire on Aug. 18, to the amount of about \$75,000.

At a meeting of the Texas Millers Association held at Ft. Worth last week a step was taken of interest to the grain people of the southwest. At this meeting the millers formed the Texas Grain & Flour Company with a paid in capital of \$10,000. The company will employ men to buy grain for the Texas mills in Oklahoma, etc. They will have their own men in the various grain centers of Oklahoma, Indian Territory and possibly Kansas, who will buy grain strictly on the orders of the Texas millers jointly. This step, the millers claim, was made necessary by the loss of the Texas grain crop and the mills in this state being forced to turn to other sections to get grain for their season's run, as there was not enough grain raised in this state to supply the millers even during the summer months. The action of the millers is creating considerable comment, not only among the grain men but papers of the state have taken the matter up and discussing it in its relation to the anti-trust laws of the state.—J. S. W.

## UTAH.

Richmond City, Utah.—The Cache Valley Milling Co. incorporated, \$20,000 capital stock. Directors: Alma Merrill, Thos. H. Merrill and Chas. Q. Hyde.

Lehi, Utah.—At a recent meeting of the Lehi Mill & Eltr. Co., the following officers were elected: Thos. Webb, pres.; J. M. Perry, vice-pres.; S. I. Goodwin, secy.; David Smith, treas. Work will be commenced immediately on a plant.

## WASHINGTON.

Asotin, Wash.—Sargent & Polick are new in the grain business.

Waverly, Wash.—The Spokane Grain & Milling Co. is repairing its warehouse. Fred Dashielle is mgr.

Tekoa, Wash.—The first carload of new wheat was shipped from Tekoa Aug. 8 by the Pacific Grain Co.

Davenport, Wash.—The Big Bend Milling Co. is overhauling its plant. A new separator is being installed.

Coulee City, Wash.—A branch of the Farmers Grain & Supply Co. has been organized. Alonzo Wardell is interested.

Seattle, Wash.—Balfour, Guthrie & Co. have removed their grain commission and shipping office to 808-13 Alaska building.

Tacoma, Wash.—The Washington Millers Ass'n, which was recently organized, has been incorporated, with A. M. Ingersoll and others as trustees.

Tacoma, Wash.—The Centennial Grain Co., of Seattle, has purchased for \$300,000 3-5 of the stock in the Tacoma Grain Co. from John T. Bibb and Frank Cardin, which includes 40 warehouses on the N. P. Ry., and Eltr. A and the mill at Tacoma. Mr. Cardin will retire but Mr. Bibb will remain as mgr. for the new owners. The plant at Tacoma will be run independently of the other plants of the company. The Centennial Mill Co., which owns the Seattle Grain Co., has 83 grain warehouses and eltrs., which with this purchase makes a total of 123 houses. Moritz Thomsen is pres. of the Centennial Co.

## WASHINGTON LETTER.

Goldendale.—The Goldendale Milling Co. has purchased the Klickitat Warehouse Co.'s large warehouse at this place.

Payette, Idaho.—W. H. Thomas, of Colfax, will soon install a new flouring mill plant in this place. It will be a 75-barrel plant with all modern machinery.

Lind.—This place now has the largest wheat warehouse in eastern Washington, the Seattle Grain Co. having purchased the warehouse of the Tacoma Grain Co., and joining the two buildings with an addition.—M. E.

## WISCONSIN.

Horicon, Wis.—E. G. Bennett is building an eltr. and feed mill.

Superior, Wis.—H. G. Finn, of Minneapolis, has been elected a member of the Board of Trade.

Milwaukee, Wis.—Froedert Bros. Grain & Malt Co. is building an addition to its plant. The improvement will cost \$6,400.

Sullivan, Wis.—Rungard & Leon have purchased the eltr. of Martin & Hill and are remodeling it. A feed mill will be installed.

Superior, Wis.—The Northern Pacific R. R. Co. has placed a car service charge of \$1.50 on grain cars switched from Superior to Duluth.

Chilton, Wis.—The eltr. of Peter Juchem & Co. burned Aug. 7 with 25,000 bus. of grain, including a large amount of valuable clover seed. Loss, \$52,000; partly insured.

Superior, Wis.—W. H. Crumpton, a prominent member of the Board of Trade, underwent an operation Aug. 19 for an abscess. His condition was favorable at last report.

Neenah, Wis.—E. J. Lachmann, of the Krueger & Lachmann Milling Co., and W. L. Finton, of Minneapolis, have organized a firm to be known as the Lachmann-Finton Co., to do a wholesale grain business. The new firm will have no connection with the Krueger & Lachmann Co.

Superior, Wis.—It is said the Minnesota Grain Inspection Dept. will sample cars at Cass Lake and Sandstone, Minn., and forward the samples to Duluth for grading, when Minnesota inspection is desired on grain going to Superior. The Wisconsin Grain & Warehouse Commission at its next meeting will establish additional grades of red western wheat.

Jefferson Junction, Wis.—The concrete tanks of the plant of the Lytle-Stoppenbach Co. were not damaged during the fire of July 22, which destroyed the eltr. of the company. They were erected last fall by the Macdonald Engineering Co. The concrete withstood the fire and protected the grain perfectly. The contract for a steel working eltr. has been let.

Milwaukee, Wis.—The directors of the Chamber of Commerce on Aug. 15 established a grade of feed barley to weigh 40 pounds to the bu., be cool and reasonably sweet and free from other grain or seeds. The directors declared Milwaukee Eltr. A a regular warehouse, and admitted Frank J. Coughlin, Edwin Ehler, Leonard J. Keefe and Edward H. Hiemke to membership. The directors at the same meeting extended the operation of the rule against the buying by members of grain at railway stations at a price equivalent to more than the current market price by substituting for the words "for delivery at Milwaukee" the words "on the basis of Milwaukee markets." The directors also adopted a change in the rule giving the members of the Chicago Board of Trade the benefit of the ½ cent brokerage, the same as members of the Chamber, provided the cars are bot for forwarding to Chicago.

## MILWAUKEE LETTER.

W. H. Pierce, F. J. McGibbon, E. J. Archabault and P. D. Kennedy have bot memberships in the Chamber of Commerce.

The increased rates to the Atlantic seaboard, effective Sept. 1, are not expected to retard the movement of new grain from this market eastward; but western shippers will be unfavorably affected. It will be well to start loads this way just prior to the last of the month, so as to take advantage of the old proportional rates on through billing; but consignments should not be made too early—before the market is established. Conditions are usually not very well settled much before Sept. 1.

There is an active demand for milling wheat of all grades, with light receipts. New "on spot" is selling at a relatively small discount under old, but offerings "to arrive" are only salable at much lower figures. Barley is again firm and higher for old samples; maltsters are not yet buying new. Elevator men take what

is coming at "feed" prices, and hot grain has to be forced off at a heavy sacrifice. Old and new oats sell well at about the same figures for choice. Corn and rye are firm.

New wheat arriving from Iowa, Minnesota and Dakota is generally of excellent quality, being sound, plump and of good color. Some samples, however, are quite smutty and reports from traveling men indicate that this fungus has attacked rather more fields than usual this season. No shrunken grain has yet appeared from the new crop.

According to a special ruling made by the Wis. R. R. Com'n, there need be no change in the reconsigning arrangements heretofore in force on the several lines traversing this state. Under the first interpretation of the new law the R. R. Co.'s decided that they could not, legally, forward any freight on "through" billing at the original rate, after it had been once delivered; at Milwaukee, for example, and then rebilled—say to Chicago. Now that this point has been officially cleared up, however, the traffic managers of the roads involved have instructed their local agents to allow shippers the rebilling privileges formerly enjoyed.

In the last issue of the Journal there was an item from Minneapolis to the effect that wheat shipped from that market to Milwaukee on a 7½ cent proportional rate had been charged for on the basis of 10 cents per cwt., the increase having been made at the instance of Milwaukee millers, to whom it was sold here, in order to secure the benefit of "milling in transit" privileges, thus enabling the latter to make a net gain of 5 cents when the flour manufactured from the wheat was shipped east. It was also stated that when the shippers made claim on the railroad company for a refund of 2½ cents it developed that the commission men in Milwaukee were not awake to the situation and permitted this bit of sharp practice unwittingly. If this case has been correctly reported, it certainly reflects severely upon some Milwaukee receiver, but the probability is that there has been some misunderstanding. Millers are perfectly justified in having an arbitrary of 2½ cents added to freight bills, in order to place the tonnage in their "milling in transit" account. In such cases they pay the entire freight themselves, but settle with the commission house on the basis of the lower rate, and the latter charges that rate, and that rate only, to the shipper, when rendering account sale. It is possible that an instance has occurred where accounts of sales were put through "unwittingly" on the basis of the 10 cent rate, but, if so, the shipper should look to his commission house for a refund of the difference and not to the railroad company, whose records are entirely correct. This is a point which has frequently been brought up by country shippers under similar circumstances. By merely examining their expense bills they have come to the conclusion that they were being charged with an excess over the tariff rate, but when their attention has been called to the fact that the account sale contained the proper charge they have seen that there was nothing to complain of. In fact, the arrangement mentioned is decidedly beneficial to the shipper, for the reason that millers give preference to wheat originating at stations from which the "milling in transit" privilege applies and will often pay a little better price in order to secure it.—T.



## Floating Grain Elevator.

A pneumatic grain handling equipment for a floating elevator has been invented by William Meyer of Hameln, Germany, who has been granted letters patent No. 787,459, upon the system, which is illustrated in the engraving herewith.

The grain to be transferred is raised from the lighter to a receiver, b, thru a suction pipe 'a'. As is shown at Fig. 1 in the engraving, the discharged grain passes from the receiver, b, and an air-excluding wheel, c, thru a controlling weighing hopper, d, and then thru the automatic weighing machine, e. After its passage through the automatic weighing devices the grain is fed into a pipe f and raised by the elevator g, (or by an air-forcing device).

hot air is now conveyed in its dried condition, by means of screw conveyors s and t, to the elevator u, by which (or with the aid of compressed air) it is conveyed to the cooling apparatus, v. The apparatus v is furnished with cold air and constructed in the same manner as the drying apparatus q. The grain falls into the weighing devices w and is now fed into a further elevator x by pipes y. From this elevator the grain may be conveyed in loose condition into ships or railway cars.

## Imports and Exports of Rice.

Imports of rice and rice products for the crop year ending June 30 were 43,408,509 pounds of rice and 63,076,006 pounds of rice flour, rice meal and

**Cover's Dust Protectors**  
 Rubber Protectors, \$2.00  
 Metal " " 1.50  
 Sent postpaid on receipt of price; or on trial to responsible parties. Have automatic valves and fine sponges  
**H. S. COVER**  
 153 Paris St. South Bend, Ind.

**Durable Wire Rope Co.**  
 Grain Shovel Ropes Car Haul Ropes  
**JUPITER TRANSMISSION ROPES**  
 171 Lake Street CHICAGO

## Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little. Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

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 EARL PARK, INDIANA

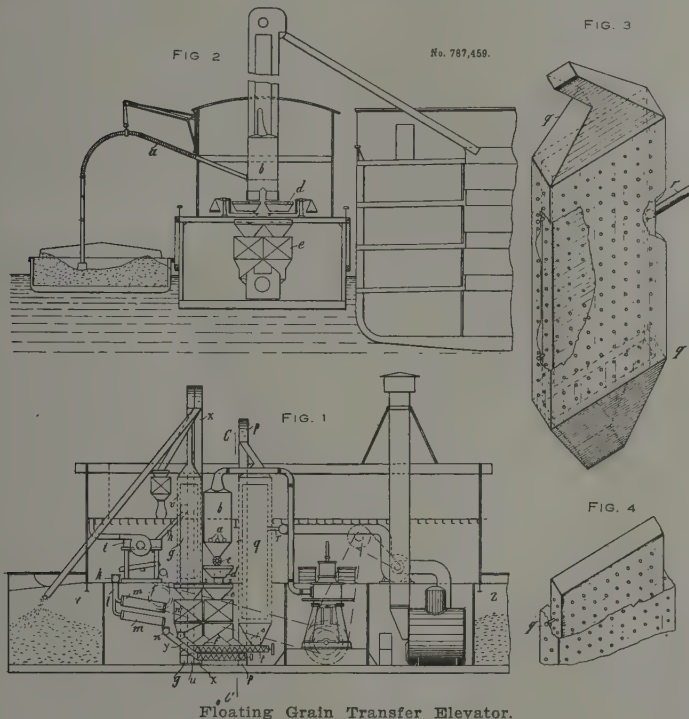
## COAL FOR DEALERS

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Genuine Plymouth  
 Mt. Pelee 4-inch lump  
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 Silver Leaf Hocking  
 Smokeless, "any size"

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 MAIN OFFICE  
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Floating Grain Transfer Elevator.

From the elevator g the grain is delivered by a pipe h to separators i, where it is sorted according to the size and weight of grain. It is then passed into sifters m, whereby the blight and other impurities and vetches, dandel, and cockle are eliminated.

The grain is then delivered into the drying apparatus q through the distributing-tubes p. The apparatus essentially consists of rectangular vertical double tubes made of perforated sheet metal, Figs. 3 and 4. The grain dribbles through the space between the two concentric tubes, while hot dry air for drying the grain is passed through the internal tube. This air, being introduced by pipes r, enters through the perforations of the internal tube and passes through the falling grain, the hot dry air taking up the moisture of the grain, and again escapes through the perforations of the external tube. The grain having been subjected during its passage from above to the bottom to the action of the

broken rice; compared with 75,323,157 pounds of rice and 78,898,615 pounds of rice flour, rice meal and broken rice during the 12 months of the preceding crop year.

Exports of rice and rice products for the 12 months were 74,866,965 pounds of rice and 38,415,795 pounds of rice bran, meal and polish; compared with 2,380,418 pounds of rice and 26,741,345 pounds of rice bran, meal and polish for the preceding 12 months.

Exports of foreign rice during the 12 months were 9,213,959 pounds of rice and 10,200 pounds of rice flour, rice meal and broken rice; compared with 10,581,717 pounds of rice and 6,835 pounds of rice flour, rice meal and broken rice for the preceding 12 months, as reported by O. P. Austin, chief of the bureau of statistics.

P. L. Hutchinson and J. J. Darg have recently been appointed members of the government crop estimating board.

## Grain Carriers

Ocean freight room is in good demand for the first time in a year.

Grain rates to Carolina territory have been advanced  $\frac{1}{4}$  to 3 cents.

The Great Northern will build an extension from Aneta to Devils Lake, N. D.

Telegraphers are still on strike on the Northern Pacific and Great Northern roads.

The corn laden steamer W. B. Morley, bound from Chicago to Buffalo, recently ran ashore at Port Hope.

No agreement on gulf and seaboard differentials was reached at the meeting of traffic officials at Chicago Aug. 15.

Demurrage and car service regulations have been submitted by the railroads and shippers to the Railway Commission of the Dominion of Canada.

The Chicago & Northwestern is said to have purchased the old grade of the Rapid City, Missouri River & St. Paul from Rapid City to Fort Pierre, S. D., 165 miles.

The O. R. & N. has reduced the rate on seeds from Colorado common points to Spokane from \$1.45 per 100 pounds to \$1.25, for mixed cars, with a minimum of 30,000 pounds.

Two orders for big steel steamers were placed with the American Ship Building Co., Aug. 16, making a total of 16 steamers, valued at \$7,000,000, to be built for the Great Lakes.

The South Dakota Central Railway will be built this year as far into the grain fields of Lake County as possible. Nine miles of the grade from Colton northward have been completed.

The Virginia Corporation Commission has employed attorneys to represent the interests of Virginia shippers in the litigation to establish the right of the state to fix freight rates.

Division superintendents and traffic officials of the Canadian Pacific Ry. held a special meeting at Fort William, Ont., last week, to arrange for the prompt movement of the wheat crop.

The Lackawanna Railroad has discontinued temporarily the handling of grain at Hoboken, N. J., pending the reconstruction of the old grain pier, as it is impossible to lighter grain from cars to canal boats. It is said that the company intends eventually to build extensive docks and an elevator.

A new car ferry route is to be established between Ashtabula, O., and Port Burwell by the Pennsylvania and the Canadian Pacific, and the first boat to be operated will be a twin screw steel ferry 350 ft. long, for the construction of which J. W. Ellsworth & Co. have let the contract to the Great Lakes Engineering Works.

An interstate commerce law convention is to be held at Chicago the latter part of October. Nearly all the members of the executive committee were present at the meeting at Chicago Aug. 14, presided over by E. P. Bacon, and all were enthusiastic in favor of calling the con-

vention. The purpose of the gathering is to procure a widespread expression of public opinion, so that Congress will be informed of the country's desires on railway rate legislation.

The Dept. of Agri. has forwarded documents for 1,200 suits to be brot against the railroads for violating the stock shipping law, to the Dept. of Justice. It shud make glad the heart of the shipper to learn that at last an agency has been enlisted that the roads cannot wear out by prolonging the litigation. No private interest could afford to institute 1,200 suits.

The Great Northern and the Northern Pacific roads have reduced the rate on eastbound grain an average of 3 cents per 100 pounds. The reduction ranges from 5 to  $\frac{1}{2}$  cents per 100 pounds, and applies to all stations east of Montana. The reduction was forced by the Canadian roads, whose rates for corresponding distances are much lower than those exacted by the Hill monopoly.

The Dominion of Canada Railway Commission has ordered the Grand Trunk and the Canadian Pacific to reduce their rates on export grain and grain products from points in Ontario to certain given percentages of the Chicago-New York rate. Stations are divided into 6 groups, with percentages ranging from 70 to 90. The reduction followed a complaint by the Dominion Millers Ass'n.

A grain rate war was started Aug. 17 by the Great Western road, which cut the rate from Omaha to Chicago from 12 to 10 $\frac{1}{2}$  and on corn from 11 to 9 $\frac{1}{2}$  cents. The Burlington followed with a 4-cent cut, making the rate from Omaha to Chicago on wheat 8 cents, and on corn 7 cents. These rates were also put on by the Burlington: Omaha to St. Paul, 7 cents on wheat, 6 cents on corn; Omaha to St. Louis, 5 cents on wheat, 4 cents on corn.

Railroad rebates and political graft were warmly handled by Governor Robert M. LaFollette in an address to 2,000 persons, recently, at the Minnesota State Fair Grounds. Governor LaFollette was met by G. S. Loftus, vice-pres. of the St. Paul Board of Trade, whose guest he was. Governor LaFollette requested Mr. Loftus, who is one of the leaders of the fight against railroad discrimination in the northwest, to confer with the Wisconsin Rate Commission.

The  $\frac{2}{3}$  cent advance in grain rates will go into effect Sept. 1. Under the new schedule the local rate between Chicago and Boston will be 13.5c per 100 lbs. for export, and 10.5c for domestic billing. To New York 12.5c export and 17.5c domestic; Philadelphia, 12.5c export and 15.5 domestic; Baltimore, 12c export and 14.5 domestic. The proportional export rate on business originating west of the Mississippi river will be 13c to Boston and New York, 12c to Philadelphia, and 11.5c to Baltimore. The domestic rate on such business will be the same as that on local shipments. There will also go into effect a domestic rate on coarse grains only of 26c from Minneapolis to Boston, 24c to New York, 22c to Philadelphia and 21c to Baltimore. On coarse grain from Minneapolis for export the proportional rates east of Chicago on trans-Mississippi river export grain will apply; on export wheat from Minneapolis combination of locals will govern. Domestic rates on grain from Chicago will apply on grain products, but rates on grain products for export will not be advanced till Sept. 20.

Grain shippers along the C. H. & D. and P. M. R. R. in Ohio are up in arms against the arbitrary order effective Aug. 1, forcing the routing of grain thru Cincinnati or Buffalo. The new tariff limits the routes in such a manner that it is impossible to ship to an eastern market without paying a higher rate. Under the new arrangement thru Bs-L will not be issued, nor will a thru rate be quoted, over any route other than those specified. If the shipper desires to forward by another route he must pay the local rate to the junction with some other road. The object of the railroad is to get the haul for its own line at the expense of the shipper or the farmer. Margins of profit in the grain business are so small that dealers along the C. H. & D. are unable to compete with buyers on other roads nearby who have the privilege of routing their grain to the market paying the highest price. Since the arbitrary tariff went into effect the injury to the business of shippers along the C. H. & D. is so serious that they feel something must be done, or their business will not be worth 50 cents on the dollar, as farmers will haul their grain to stations on other roads. The Ohio Shippers Ass'n has been appealed to.



Will He Reach It; Or Will It be Necessary for Him to Get a New Set of Cautions?—Zahm's Circular.



## Work on the Panama Canal.

The government now has 10,000 men at work on the Panama Canal. On his recent return to New York Chairman Shonts of the Panama Canal Commission said:

"We went to Colon with Mr. Stevens, the chief engineer, to see what had been done and what should be done. We found the first thing of importance to be the housing and supplying of 20,000 men. When our government first took hold of the canal every effort was directed toward making the dirt fly. I think this was a mistake. Time should have been given toward preparing for the task by making arrangements to care for the employees.

"I found this one of the conditions remaining to be settled. It is true also that the laborers were not promptly paid and that matters were becoming congested on the railway and steamers.

"Of course, I found the freight congestion causing considerable trouble, but soon found that by applying those practical, up-to-date road methods of the United States that in thirty days the trouble would be eliminated. There is about 6,000 tons on hand now. This freight was ordered by the old commission to be delivered at certain intervals. We hurried the matter up and urged prompt shipment with the result that it will get to the terminal point at once.

"The question of double-tracking the railroad is much misunderstood in this country. The fact is, it is ample to more than handle the commercial business now, provided the proper methods are enforced. Without a wish to criticise any one, I can say that the tropical conditions prevail.

"As to double-tracking the road, that cannot be done at present, even if necessary, but as the work of getting out the dirt progresses we can easily keep up with the work with extra trackage."

## Imports and Exports of Beans and Peas.

Imports of beans and peas for the 12 months prior to July 1 were 472,706 bus.; compared with 978,187 bus. for the corresponding 12 months of 1903-4.

Exports of beans and peas for the 12 months were 330,321 bus.; compared with 248,805 bus. for the preceding 12 months.

Exports of foreign beans and peas for the 12 months were 79,556 bus.; compared with 103,248 bus. for the preceding 12 months, as reported by O. P. Austin, chief of the bureau of statistics.

## Exports.

Buckwheat exports for the 12 months prior to July 1 were 316,399 bus.; compared with 31,005 bus. for the preceding 12 months.

Broom corn exports for the 12 months were valued at \$227,066; compared with \$226,179 for the preceding 12 months.

Malt exports for the 12 months were 487,158 bus.; compared with 438,580 bus. for the preceding crop year.

Glucose exports for the 12 months were 175,250,580 pounds; compared with 152,768,716 pounds for the corresponding months of the preceding crop year, as reported by O. P. Austin, chief of the bureau of statistics.

## Supply Trade

"Goods well bought are half sold"—goods well advertised are all sold.

Employees of the Webster Mfg. Co. held their 13th annual picnic at Thornton, Ill., Aug. 12.

Henry Croft, inventor of the grain separator and the Leffel Engine, recently died at the age of 85.

H. J. Livergood, of Jackson, Mich., will soon begin the manufacture and sale of a new wheat cleaning machine.

The Hercules Gas Engine Works at San Francisco, Cal., were recently destroyed by fire. Loss, \$150,000; partly insured.

The Maroa Mfg. Co., of Maroa, Ill., is making 25 grain dumps and elevators as an experiment, to be placed on the market this season.

Fairbanks-Morse & Co., of Chicago, Ill., have taken over the business of the Union Scale & Mfg. Co., manufacturers of automatic weighing machines.

A. T. Ferrell & Co., Saginaw, Mich., have added to their line of bean handling machinery by the purchase of the Giant Picker and the Oxford Polisher.

The Fuller & Johnson Mfg. Co., manufacturer of gasoline engines, Madison, Wis., has succeeded to the entire business of the Fuller & Johnson-Shugart Co., Council Bluffs, Ia.

The Bowlus Automatic Scale Co. has been incorporated to manufacture the Bowlus Automatic Weighing Machine. The capital stock is \$50,000, and the incorporators are H. C. Bowlus, the inventor, and other capitalists of Springfield, O.

Grain publications which are not admitted to the U. S. mails as second-class matter can not afford to circulate many copies, as Uncle Sam has no bargain days for postage stamps. A journal must have a legitimate list of subscribers before it can gain admission to the mails.

Don't count your advertising chickens before they are hatched, and don't expect a big brood of returns from one little bantam egg of an advertisement, placed with some obscure old clucking hen of a publication whose circulation is so defective that it chills and addles every ad. egg it sets on.

The Hess Warming & Ventilating Co., of Chicago, Ill., has been awarded the contract to erect a large Hess drying and cooling equipment at once at the Mystic Elevator, Boston, Mass. This equipment will take care of 10,000 to 15,000 bus. of grain daily, and is intended for exclusive use on export grain. This is the first equipment supplied for export grain on the Atlantic coast, and will doubtless be followed soon by similar equipments at other Atlantic points of export. The success accomplished by these machines at Gulf ports has made them a necessity at all points where grain is exported.

The third annual convention of the American Ass'n of Good Road Makers will be held at Port Huron, Mich., Aug. 29 to 31.

## Security Envelope Co.'s

Metal Clasp Flour and Grain Envelopes

**Best on the Market**

More of this style used than all others combined. Write us for prices.

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Mfrs. of the Minster Friction Clutch Pulley, Friction Cut Off Couplings, Friction Clutches with extended sleeves, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

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## GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

## Grain Dealers Company

255 La Salle Street CHICAGO, ILL.

## Supreme Court Decisions

A landlord is entitled to possession of a crop raised on shares until division is made.—*Loveless v. Gilliam*. Supreme Court of South Carolina. 50 S. E. 9.

A shipper may, at his election, bring either an action on contract or in tort for injuries to goods shipped.—*Eckert v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 60 Atl. 781.

A widow with no minor children was entitled to the crops growing on the homestead at the time of the husband's death.—*Mahoney v. Nevins*. Supreme Court of Missouri. 88 S. W. 731.

The lien, if any, for money furnished to gather a crop planted by a tenant is subordinate to the landlord's lien for rent.—*Goodwin v. Mitchell*. Supreme Court of Mississippi. 38 South. 658.

A transaction in futures is illegal if it is the intent of the parties only to pay or receive the difference between the contract price and the future market price, without delivery of the subject of sale.—*Jennings v. Morris*. Supreme Court of Pennsylvania. 61 Atl. 115.

A bill of lading guarantying a through rate to destination does not establish an agency or partnership relation between the connecting railroads, so as to render one liable for the default of the other.—*Chesapeake & O. Ry. Co. v. F. W. Stock & Sons*. Supreme Court of Appeals of Virginia. 51 S. E. 161.

A tenant cultivating a farm under a contract by which he is entitled to one-half the crops raised may, before a division of the crops is had, mortgage his interest therein; subject, however, to all rights of the landlord as fixed by the terms of the tenancy.—*Denison v. Sawyer*. Supreme Court of Minnesota. 104 N. W. 305.

Where goods are shipped under a through contract of shipment, a new contract made by the shipper with a connecting carrier, after it has received the goods as a connecting carrier, merely limiting its liability, being without consideration, is void.—*Barnes v. Long Island R. Co.* Supreme Court of New York. 93 N. Y. Supp. 616.

A carrier is not liable, on the theory of breach of contract, for the destruction, by an unforeseen and unanticipated flood, of goods which it delayed to transport, as such consequence was not in the contemplation of the parties as a probable result of the breach.—*Moffatt Commission Co. v. Union Pac. Ry. Co.* Kansas City Court of Appeals, Missouri. 88 S. W. 117.

Where a consignee, without possession of a bill of lading, obtains possession of goods by giving the carrier a bond to indemnify it against loss, in a suit on the bond it would be necessary to prove that the carrier had paid a proper amount to the proper person presenting the bill of lading. If, in such a suit, it appeared that the obligee in the bond had yielded to an improper demand, or paid more than the value of the goods to a preceding carrier, who was not liable for the misdelivery, the obligor would

not be liable for the amount thus improperly paid.—*Collins, Grayson & Co. v. Savannah, F. & W. Ry. Co.* Supreme Court of Georgia. 50 S. E. 477.

Where defendant directed her brokers to sell certain stock at the market price when all stocks were subject to violent fluctuations, she was bound by the sale, although before the order to sell could be executed the price had fallen below that at which it stood when the order was given.—*Fairbairn v. Rausch*. Supreme Court of New York, Appellate Division, 93 N. Y. Supp. 666.

While connecting carriers may become responsible for the default of any one of them in performing transportation under a joint contract, they cannot be made so liable by a mere traffic arrangement between them for division of the receipts or profits of transportation over connecting lines.—*Wilson v. Louisville & N. R. Co.* Supreme Court of New York, Appellate Division. 92 N. Y. Supp. 1091.

An express warranty of a machine, contained in advertisements or letters of the manufacturer, cannot be read into a subsequently executed written contract of sale. Notwithstanding a written contract of sale of a machine by the manufacturer, containing no warranty, there is an implied warranty that it is fit for the purpose for which it is made, and will do the work.—*Cooper v. Payne*. Supreme Court of New York, Appellate Division. 93 N. Y. Supp. 69.

Where a fire was set by sparks from one or both of the locomotives hauling a train, in April, 1903, when it was very dry, and one of the locomotives was still equipped with a nettinged plate instead of a wire netting spark arrester, which plates were only used in the winter time when there was no risk from fire, and the plate which had been in the other locomotive had been changed for a netting on the morning of the fire the question of defendant's negligence was for the jury.—*Richmond v. Oregon R. & Nav. Co.* Circuit Court of Appeals, Ninth District. 137 Fed. 848.

Plaintiff was employed as a grain scooper by an association, but by an arrangement between the association and defendant the latter furnished the equipment for discharging grain at its elevator, and kept a man present at the unloading of the boats, to supply appliances when needed, and to supervise the work. Held, that such arrangement rendered defendant liable for injuries to plaintiff caused by defendant's negligence in furnishing inadequate or unsafe appliances.—*O'Keefe v. Great Northern Elevator Co.* Supreme Court of New York, Appellate Division. 93 N. Y. Supp. 407.

A stockbroker who had his own customers and his own office, and who employed his own clerks, agreed with defendant that the latter should buy and sell stocks for him and for his customers, receive therefor certain commissions and be allowed certain rebates. Under this agreement, orders were telegraphed by the stockbroker to defendant, who sometimes executed them and sometimes did not. Where the orders were accepted, the stockbroker procured the margin from his customer, and gave him a memorandum of the transaction signed by himself. Defendant knew nothing of the broker's customers, but the latter extended credit to them as he saw fit, and stood the loss in case of a customer's

failure to pay. The accounts between defendant and the broker were settled each day. Held, that the broker was not the agent of defendant, and the latter could not be held liable for representations made by the former to his customers.—*Holman v. Goslin*. Supreme Court of New York, Appellate Division. 93 N. Y. Supp. 126.

Under Acts 29th Gen. Assem. p. 106, c. 146, providing that if any tenant of farm lands shall, with intent to defraud, sell or dispose of any grain upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny, each fraudulent sale or disposal of grain constitutes a complete offense; and an indictment charging defendant with having disposed of grain on a certain date, "and at various and other times and dates," without charging that such dispositions were part of one transaction and in furtherance of a single fraudulent design, is bad for duplicity.—*State v. Ashpole*. Supreme Court of Iowa. 104 N. W. 281.

In the landlord's lien suit by L. L. Haynes against the Kettenbach Co. to recover the value of 163 bus. of wheat sold by a tenant, W. A. Smith, the Supreme Court of Idaho recently affirmed the decision of the district court of Nez Perce County in favor of the grain buyer. The evidence showed that Haynes did have a valid lien on the crop, but Smith produced a letter from Haynes authorizing him to sell the grain and deposit the proceeds in the bank at Lewiston. The Supreme Court indicated that the recourse of the landlord was not against the buyer of the wheat, but against Smith, if he failed to deposit the proceeds in the bank as agreed. 81 Pac. 114.

Evidence that the effect of such a rate adopted by complainant railroad was to enable a dealer in Vicksburg, the terminus of its road reached by associate line, to ship a barge load of grain received there, over complainant's road, at the rate of 3½ cents, under the guise of rebilling, while a barge load of grain received there by a dealer in Meridian, the other terminus of complainant's road, could only be shipped over the same upon payment of the local rate of 10 cents per 100 pounds, showed an unjust discrimination in favor of those receiving freight over the associate line.—*Alabama & V. Ry. Co. v. Railroad Commission of Mississippi*. Supreme Court of Mississippi. 38 South. 356.

The rule promulgated by the Railroad Commission of this state, that carriers, "in the conduct of their intrastate business, shall afford to all persons equal facilities in the transportation and delivery of freight," prohibits discrimination against shippers, not against commodities. (a) As to issuing through bills of lading, or furnishing its cars to connecting carriers, in order that shipments may be carried to ultimate destination without reloading at terminal points, a carrier may discriminate against cotton seed, provided all shippers of that commodity are treated alike. (b) That such discrimination is dictated by the business interests of the carrier, and really affects but a single shipper, because he is the only person at a terminal point who is engaged in shipping cotton seed out of the state, cannot alter the matter. (c) The carrier may at any time change its



policy as to furnishing shippers of a certain commodity privileges which, under the law, it is not bound to extend to them.—Central of Ga. Ry. Co. v. Augusta Brokerage Co. Supreme Court of Georgia. 50 S. E. 473.

Where a grain broker sold grain for customers on commission, and deposited the proceeds, including his commissions, in a bank, to the credit of an account under which he did business, pending a settlement of his account with the shippers of the grain so sold, such deposit constituted a trust fund, which, to the extent of the balance at the termination of the broker's business, the bank was not entitled, as against the shippers of the grain, to apply on the indebtedness of an insolvent corporation, of which the broker had formerly been president, though the money had been mixed with the general funds of the bank.—Boyle v. Northwestern National Bank. Supreme Court of Wisconsin. 103 N. W. 1123.

The indorsement to a third person, as security for loans, of a receipt issued by a warehouse company for goods kept under lock and key in a place leased by it from the owner of the goods, which receipt recites that it received the property on storage, "to be delivered only upon surrender of this receipt, properly indorsed, and payment of all charges thereon," is a sufficient delivery as against attaching creditors of the owner to validate the transaction as a pledge, whether the receipt is to be deemed a public warehouse receipt under Ill. Rev. Stat. chap. 114, sec. 2, or not.—Union Trust Co. and Security Warehousing Co. v. Henry L. Wilson, Trustees of H. L. Flanders. United States Supreme Court. 26 U. S. 766.

After having been tossed about the South Carolina courts for six years the suit of J. B. Traywick against the Southern Railway to recover \$1,000 damages for delay in the delivery of a rice huller, has ended in a reversal of the judgment of the lower court, which had given Traywick a verdict for \$150. On Oct. 16, 1899, Traywick ordered a rice huller and on the same day the Barnard & Leas Mfg. Co., of Moline, Ill., made shipment, and forwarded B-L. The machine was broken in transit, and was stored for 30 days in the Southern Ry. station at Columbia, S. C., and was not again forwarded until purchaser's representative traced it up, and did not finally arrive at destination, Copes, S. C., until Nov. 11. In the meantime the plaintiff, who was engaged in the business of hulling rice for the public, suffered heavy loss. Under the law the party committing the wrong must have notice of the buyer's intention to use the machine for profit, in order to be liable for damages. The Supreme Court reversed the decision of the circuit court on the ground that the evidence did not show the carrier had notice.—50 S. E. 549.

August H. Gutkes, having been proscribed by the Produce Exchange of New York in the following notice, "Pursuant to the provisions of Section 36 of the by-laws, A. H. Gutkes of 90 Van Dyck Street, Brooklyn, is prohibited representation on the floor of the exchange during the pleasure of the Board of Managers. Any member of the Exchange who shall with knowledge of such prohibition, represent or transact business for or on behalf of said A. H. Gutkes after this notice shall have been

posted during five days, shall be deemed guilty of willful violation of the by-laws, and subject to the penalties prescribed in Section 36," brot suit against the Exchange for damages, on the ground that he was thus branded as a person who did not pay his debts, was imputed with insolvency and prevented from trading on credit. The Supreme Court of New York recently decided in favor of the Produce Exchange, saying: The notice posted is not necessarily defamatory. It does not charge the plaintiff with insolvency or failure to pay his debts, or with anything. It could have been posted for other reasons. The meaning the said defendant intended to convey, or the charge it intended to make against the plaintiff, is not alleged. If the notice conveyed a defamatory meaning, the plaintiff should have alleged that meaning. It is a familiar rule of pleading that where words are susceptible of different meanings, one or more of them not defamatory, the complaint must single out and allege the meaning complained of. *Smid v. Bernard*, 31 Misc. Rep. 35, 63 N. Y. Supp. 278; *Taylor v. Wallace*, 31 Misc. Rep. 393, 64 N. Y. Supp. 271. 93 N. Y. Supp. 254.

Defendants, while reconstructing five elevator bins, employed 130 men for that purpose, and sought to accomplish the scheme by building inside concrete walls which were to be raised to a height of 108 feet, 3 feet thereof being built at a time. This work required a scaffolding to be erected in accordance with plans furnished, to be put together by the men from material provided by the employer, which was to be lifted at intervals by means of tackle, pulleys, and ropes from above. This platform rested upon supports, and continued to remain the same structure but for the temporary lifting from time to time. Upon this platform a heavy box rested, containing concrete, and sustained a number of men who stood thereon, which tended to increase the strain upon it. When the platform had reached, through the progress of the work, a height of over 70 feet, in making a necessary change and lifting the same, one of the supports called "ledger boards" broke from defects therein, precipitating a number of the employees to the ground, who were instantly killed. *Held*, under the evidence, that the duty of the master in this case should have been necessarily controlled by the hazardous character of the work, which could not well be known or appreciated by the ordinary workmen engaged, and that the master's duty to furnish a reasonably safe place for his servants to perform their duties could not be avoided by allowing or authorizing any co-employees to select the material of which the scaffolding was to be constructed without making him a representative of the master, and hence that either by his appointment, or by inspection from time to time, or some other means to secure a reasonably safe place for the laborers to perform their work, the master required to fulfill his obligation to his servants, and whether he did so in this case was a question of fact to be submitted to the jury.—*Carlson v. Haglin*. Supreme Court of Minnesota. 104 N. W. 297.

The Grain Dealers National Ass'n has appointed the arbitration committee, and the other committees will be named early in September.

## Pennsylvania

### NEW YORK SHORT LINE

Greatly Improved Passenger service between

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#### Eight Trains Daily

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New York Special—  
Leaves Chicago - 8:00 a. m.  
Arrives New York 8:15 next morning  
Manhattan Limited—  
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Keystone Express—  
Leaves Chicago - 10:05 a. m.  
Arrives New York 3:00 p. m.  
Pan Handle Route—Differential Rate.  
The Pennsylvania Special—  
Leaves Chicago - 2:45 p. m.  
Arrives New York 9:45 next morning  
Eighteen-Hour Train.  
The Atlantic Express—  
Leaves Chicago - 3:15 p. m.  
Arrives New York 8:15 p. m.  
The Pennsylvania Limited—  
Leaves Chicago - 5:30 p. m.  
Arrives New York 5:30 p. m.  
Eastern Express—  
Leaves Chicago - 9:00 p. m.  
Arrives New York 7:15 a. m.  
New York Express—  
Leaves Chicago - 11:45 p. m.  
Arrives New York 7:30 a. m.

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A descriptive pamphlet with large scale map of its extensive and complete terminal facilities, at Chicago has been prepared by the Chicago & North-Western R'y. This will be of interest to industrial concerns located on these terminal lines, and more especially to those seeking new sites with adequate railway conveniences. Send for free copy to Industrial Department, C. & N. W. R'y., Chicago, Ill.

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All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



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ST. LOUIS, MO.

**Elevator Boots—VII.**

WHAT A PERFECT BOOT WOULD DO.

BY R. M. PIERCE.

In my last communication I undertook to show what in my opinion an ideal elevator leg and boot should be. It remains to say what such a device would accomplish—i. e., what would be the result in elevator operating, work and earnings—with a leg and boot perfectly adapted to its work, with the possibility of a choke entirely eliminated, automatic in action, consuming the least possible amount of power for the work done, and requiring no labor or attention while in operation.

In country elevators with a dump of sufficient size, and cups not over 10 in. long, the operator could devote his whole time to dumping wagons, one after the other, as fast as they could drive into his elevator. He could give his entire attention to that work, knowing the grain would be automatically elevated as fast as received, without being distracted by the care of his elevator leg.

In marine elevators not one-fifth, probably not one-tenth of the power now required to take grain from vessels would be needed, or 5 to 10 times as much could be handled with the same power, reducing the delay of the vessel and demurrage accordingly. This would make their detention analogous to that of a calling or way station, and increase the operating value of the elevator in like proportion.

Terminal elevators could then be operated on the same lines and practically with the same simplicity as country elevators. With a sink of sufficient capacity provided, cars could be unloaded as rapidly as unloading mechanism could do it, increasing enormously the operating capacity of all existing elevators and adding an equivalent to their operating value. One can scarcely picture a limit to the amount of grain that could be handled in a terminal elevator properly equipped for it.

This, of course, indicates a revolution, or perhaps it would be more correctly or definitely described as an evolution. But I think a moment's fixed attention by any one interested, would convince him of the truth of the assertion (strange as it may

at first appear) that the "choke," after all, is the master thing, the controlling factor, in the present processes for elevating grain. All the problems of efficiency are solved in its favor—cups, belts, legs and boots are accommodated to it. Destroy that incubus, and at once the

**Picking Corn by Machine.**

A comparatively new harvesting machine is the corn picker, only 5 or 6 of these machines having been sold in 1903, and last season being practically the first that it was offered to the trade.



Corn Picker in Operation.

vision expands, the horizon extends, and the possibilities of rapid handling of grain would seem to be almost unlimited.

Every time Kansas looks at its cornfields it puts up a loud, agonizing yell for another mile of freight cars.—*Chicago Tribune*.

Dealing in futures, according to Justice Holmes of the supreme court, is the "self-adjustment of society to the probable." A "corner" would seem to be a self-adjustment of a bunch of badly mistaken people to the improbable.—*Minneapolis Journal*.

The corn picker not only gathers the ears of corn, but husks them, performing an operation equivalent to the threshing of wheat. The corn picker has no binding attachment, the most complicated part of harvesting machines, and therefore is a simpler machine than a grain or corn binder.

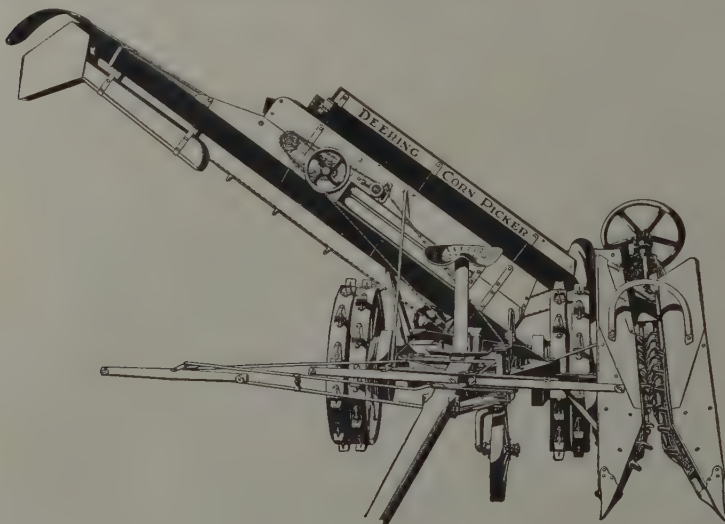
Reproduced in the engravings herewith are a photograph of the Deering Corn Picker in operation and a perspective drawing of the machine showing the arrangement of its parts.

Two sets of snapping rolls, located between the dividers, pick the ears, which are delivered at the rear of the machine and carried by the upper elevator and deposited on inclined husking rolls located beneath. After passing over the husking rolls the ears are carried by the lower elevator into the wagon, which is driven alongside of the machine.

An occasional ear is crushed by one of the machines on the market, but improvements are expected to be made that will entirely obviate this drawback. Hardly any more corn is left on the ground than if the corn has been gathered by hand.

Four or five horses are required to draw the corn picker, but the driving requires very little attention, making it by far the easiest way of gathering a corn crop.

In reply to stockholders Pres. Matthiessen of the Corn Products Co. states that the factories at 6 cities are in operation while those at 4 cities are held in reserve. The daily capacity of the active plants is 30,000 bus. at Chicago, Ill., 32,000 at Peoria, Ill., 13,500 at Pekin, Ill., 13,000 at Davenport, Ia., 5,225 at Indianapolis, Ind., and 2,000 at Buffalo, N. Y.



Construction of Corn Picking Machine.

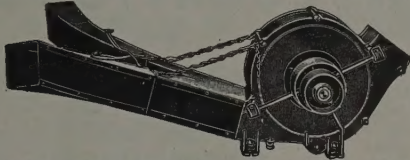


## POWER CAR LOADERS FOR ELEVATORS.

### Best Loader in Use.

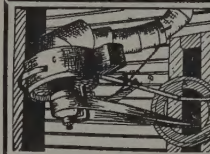
Maroa Mfg. Co., Maroa, Ill.

Gentlemen:—We have used your No. 12 Boss loader for two years and it has been in constant use. We consider it the best loader in use. We can load 66,000 lbs. of corn or oats in 30 minutes. We can beat the gravity spout loading grain any day. Yours truly, J. W. ZEA.



A good many people who have never tried a BOSS car loader are building high elevators to avoid the disagreeable task of scooping the grain back in the cars but those who have tried our machines are using them in preference to gravity, as it will load any kind of a car to its maximum capacity with any kind of grain, and while gravity does fairly well with corn or wheat if the house is high enough, yet there are few places where a car can be loaded with oats without considerable scooping, and it is the dusty oats which are the most disagreeable to load. If you doubt that our loader will do all we claim for it, write us to send you one on trial.

La Hogue, Ill., July 10, 1905.  
MAROA MFG. CO., Maroa, Ill.



### NELSON Car Loaders

Are O. K.

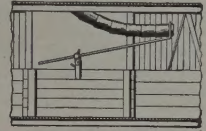
Shipped on Trial

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Burchinal, Iowa  
Patentee & Mnfr.

If not in need of a Car Loader you need a

Nelson Flexible Spout Holder  
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E. B. NELSON  
Burchinal, Iowa  
Patent applied for



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It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

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These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

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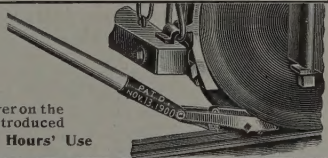
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At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

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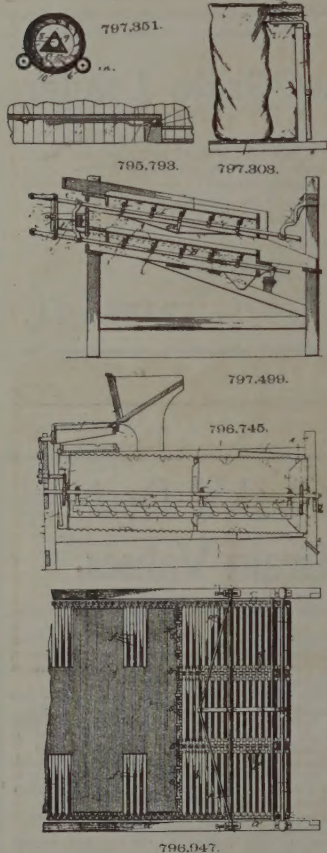
## Patents Granted

Gas Engine Governor. No. 796,729. Thos. B. Jeffery, Kenosha, Wis.

Carbureter for Explosive Engines. No. 797,206. Henry L. Jesen, Oakland, Cal.

Explosion Engine. No. 796,680. Eugen Soller and Friedrich Hottinger, Basel, Switzerland.

Explosion Engine. No. 796,686. Henry O. Westendarp, Saugus, Mass., assignor to General Electric Co., New York.



Speed Regulator for Explosive Engines. No. 796,755. Frederick W. Parsons and Harold J. Kellman, Litchfield, Minn.

Incandescent Igniter for Explosive Engines. No. 796,479. Aug. Wassman, Astoria, and Abbot A. Low, Horseshoe, N. Y., assignors to Low.

Carbureter for Hydrocarbon Engines. No. 796,712. David Ferguson and Chas. L. Sheppy, Buffalo, N. Y., assignors to the Geo. N. Pierce Co., Buffalo.

Grain Car Door. No. 795,793. (See cut.) Hartzel Fisher, Kansas City, Mo., assignor of 1-3 to E. R. Martin, Kansas City. The inside grain door is secured in position by latch levers entering slots in convex metal slide bars fastened ver-

tically to the sides of the door. Concave guide bars having tapered slots are secured to the door jambs.

Grain Drying Apparatus. No. 797,351. (See cut.) Carl P. Friese, Chicago, Ill. A stationary drier body triangular in cross section extends longitudinally thru a hollow cylinder mounted in an inclined position. A heating pipe extends thru the drier body and projects from both ends of the cylinder. Carrier buckets set at an oblique angle are disposed around the inner surface of the cylinder.

Bag Holder. No. 797,303. (See cut.) Isaac N. Medsker and Chas. W. Winkle, Indianapolis, Ind. The bag-holding arms are pivotally mounted so as to be movable downward from a horizontal position, which movement is brot about by a spring. The support has secured to it a stationary board on which lies a movable board, the two boards being pivotally connected at their inner edges. The bag-holding arms are secured to the movable board when in a folded position.

Grain Sieve Cleaner. No. 797,499. (See cut.) John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., Moline, Ill. The cleaning attachment is composed of a pair of longitudinally arranged rods under the sieve to operate the cleaners pressed yieldingly up against the sieve by helical springs. The rods are reciprocated slowly independently of the sieve. Upstanding studs on the rods have the springs strung upon them. The castings attached to the cleaners are loosely guided by the studs.

Conveyor. No. 796,947. (See cut.) Eugene A. Thomas, Chicago, Ill. Slats are carried by a chain, the links of which are constructed and connected in such a manner as to have a lost motion which is taken up as the carrier turns over the sprocket, the object being to maintain the adjacent slats at a constant distance. The surfaces of the slats are substantially flush with the tops of the intermediate chain, and substantially in the plane of the pitch lines of the side chains. The pitch of the sprocket is slightly less than the pitch of the chain.

Grain Sorter. No. 796,745. (See cut.) Hilaire E. Marot, Niort, France. An inclined cylinder is provided with cells in its inner surface, those in the different sections of the cylinder differing in capacity. The grain is fed into the high end of the cylinder over a shaking screen. The grains that are caught in the cells are carried up and fall into a trough containing a spiral conveyor. The grains not caught in the cells pass out of the cylinder thru an opening near the end of each section. The cells in the first section are larger than those in the succeeding sections. A brush assists in disengaging the grains from the apertures in the cylinder.

On account of threatened famine thru the failure of crops the Russian minister of finance is said to be considering the restriction of the exports of rye and wheat.

Reserve pasture lands along the Rock Island System, will be offered to land renters by the U. S. Government. Bids are to be opened at Anadarko, Okla., Dec. 4, 1905, by Colonel Jas. F. Randlett, U. S. A., U. S. Indian Agent. Reserve pasture No. 1 includes about 380,000 acres and is located south of the town of Chattanooga, Okla.

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The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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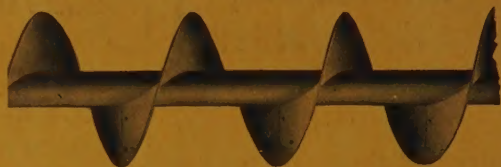


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